CORRIDOR INTRINSIC QUALITIES INVENTORY

SCENIC QUALITIES

Highway 1 along the Big Sur Coast
From San Carpoforo Creek in San Luis Obispo County
To the Carmel River in Monterey County

SLO-1-71.4/74.3
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ES. EXECUTIVE SUMMARY

This report was prepared in support of the Big Sur Coast Highway Management Plan (CHMP) for State Highway 1, between San Carpoforo Creek in San Luis Obispo County and the Carmel River Bridge in Monterey County. The CHMP is designed to establish coordinated management of the Highway 1 corridor along this widely treasured coastline. The primary goal of the CHMP is to preserve, protect, and restore the area's unique qualities while ensuring the continued safe and efficient operation of the highway.

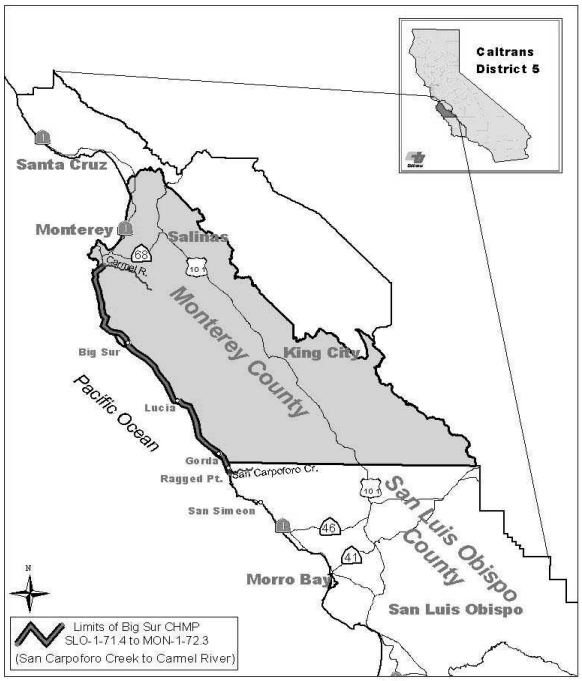


Figure 1. Map of Big Sur Coast Highway Management Plan Area

The CHMP also fulfills the objectives of the Federal Highway Administration's National Scenic Byways program[1]. This program calls for an inventory of intrinsic qualities, those unique and irreplaceable features that define the essence of the corridor. This report's purpose pursuant to the Scenic Byways program is to provide an overview of the Big Sur Coast byway's existing scenic qualities, one of six types of intrinsic qualities identified in the Byways Program. Inventory reports are also being prepared in support of the CHMP for the corridor's archaeological, cultural, historical, recreational, and natural qualities. This report is supported by – and is a companion to – a Geographic Information System (GIS) database[2] created from information collected in the field. This database contains a detailed inventory of Big Sur's natural resources, focusing on those features that are visible from Highway 1.

The CHMP is a long-range planning document, designed to guide the management of the Big Sur Highway 1 corridor for years to come. These inventory reports and their supporting GIS database offer the most detailed and specific inventory of resources within the Highway 1 corridor along the Big Sur Coast that has ever been compiled.

This information resource not only provides the basis for CHMP management strategies, enhancement projects, and other implementation measures, now and for the future, but it also offers a valuable source of information for other resource management agencies along the coast. It is hoped that federal, State, and local agencies including the U.S. Forest Service, Monterey Bay National Marine Sanctuary, State Parks, Coastal Commission, and County of Monterey, to name only a few, will use this database. Such information sharing should facilitate their decision-making regarding highway-related activities within their jurisdictions and support their respective management planning efforts. For example, Caltrans and regulatory agencies can consult the database for early information about sensitive resources in the vicinity of a project or storm damaged

[1] The guidelines for the Scenic Byway program are outlined at http://www.byways.org, and on the website for the Federal Highway Administration.

[2] A Geographic Information System provides the ability to store and view geographic information spatially; it is a computer-based application from which the mapping for this report was produced.

location and be clear about a course of action to avoid, minimize or mitigate for impacts to these resources. The plans of the individual agencies will provide the structure and detail needed to ensure implementation of their CHMP responsibilities outside of those areas controlled by Caltrans.

It is also anticipated that these agencies will participate over time in updating and expanding the inventory database. Such information sharing and cooperation among all stakeholders will help to achieve coordinated planning among agencies along this stretch of coast.

Overview of Survey Methods

The scenic qualities along the Coast Highway between San Carpoforo Creek in northern San Luis Obispo County and the Carmel River in Monterey County were inventoried and evaluated. For purposes of this inventory, the study area was defined as the scenic elements visible while traveling[3] Highway 1. As a result, the inventory does not include every scenic element along the Big Sur Coast. The inventory focuses on the viewsheds, landscape units, primary view locations, and intrinsic scenic features that are clearly evident from the perspective of the traveler along Highway 1.

> **Viewsheds** denote the visual "envelope" that a person can see from a specific point and are generally quite large, encompass many different visual elements and landscapes, and are often defined by topographic features.
>
> **Landscape Units** are distinct segments of the project corridor that exhibits a consistent or cohesive visual character primarily based on vegetation, topographic and man-made elements.
>
> **View Locations** are pull-outs and vista points along Highway 1 that are clearly evident to the traveler as providing a place to safely stop and experience a unique or long-range view of the coast.
>
> **Intrinsic Scenic Features** are features visible from the Highway that define the visual experience and character of this portion of the Central California Coast. Intrinsic features are either unique or vivid (or both) and, therefore, memorable.

The visual quality of the scenic qualities was evaluated in terms of vividness, intactness, and unity. The visual dominance of Highway 1 within the view was also evaluated.

According to these criteria, a view location or intrinsic scenic feature, no matter how dramatic or well known, that is not clearly evident from the Highway was not included in this inventory. The Big Sur Coast is noted for its scenic beauty, which made a difficult task of discriminating features that were truly unique or vivid or both. Some features were necessarily excluded in favor of others that better met the survey criteria.

[3] The most common forms of traveling the Coast Highway are via automobile, tour bus, and bicycle. The inventory focuses on scenic elements visible from these modes of transportation while traveling on Highway 1.

Data collection was performed through a series of field surveys conducted in July and August 2000 and in October 2001. Viewsheds were mapped on USGS topographic maps while landscape units, view locations and intrinsic scenic features were mapped on aerial photographs. Representative photographs were also taken. Scenic resource inventory forms were filled out in the field noting geographic information as well as visual elements that both contributed and detracted (if any) from the overall visual quality.

In September 2000 a Scenic Conservation Planning Workshop (Scenic Workshop) was held in Big Sur by the National Scenic Byways Resource Center. This workshop provided a forum for stakeholders including community members and agency representatives to discuss the scenic features and elements along the Highway 1, as well as current and potential threats to the scenic qualities of the area. The input received at the Scenic Workshop helped guide the scenic qualities inventory data collection efforts and provided valuable input for preparing the descriptions of the viewsheds, landscape units, view locations and intrinsic scenic features identified in this report.

To assist in the evaluation of scenic quality and validate the baseline scenic qualities inventoried in this report, a viewer response questionnaire was developed. The questionnaire provided a way to survey a broad cross-section of users of Highway 1 about scenic elements of importance to them and for them to rate specific examples along the highway, in terms of scenic quality. The questionnaire validated the range of contributing and detracting features inventoried along the highway and the scenic quality ratings given to specific segments of the highway. The questionnaires were distributed over two weekends in May 2001 and at a public meeting held in Big Sur on March 1, 2001. A total of 71 questionnaires were filled out and returned to Caltrans.

Summary of Results

In all, a total of 8 viewsheds, 35 landscape units, 31 view locations, and 35 intrinsic features were identified and evaluated. The table at the end of this chapter provides a summary of the evaluation of each of the scenic elements.

In general, the highway corridor can be broken into three primary areas in terms of visual quality: 1) the northern Big Sur Coast from Carmel to Point Sur; 2) Big Sur Valley; and 3) the Southern Big Sur Coast.

The northern Big Sur Coast is more heavily travelled due to its proximity to Monterey and Carmel. This portion of the coast presents dramatic changes in scenic qualities. Travelling south there is a gradual progression from the urban and agricultural aesthetics of Carmel and Carmel Highlands to dramatic natural settings such as Garrapata State Park. Viewing opportunities are numerous along this portion of the highway. Many of the pull-outs are paved and well-marked such as at Hurricane Point and Little Sur River, while others with dramatic views are not paved and less obvious to the traveler such as Granite Canyon and Garrapata Creek. Most of the view locations are in good condition with few detracting elements. The majority of the intrinsic scenic features along the northern Big Sur Coast are man-made such as Bixby Bridge, Notley's Cabin and the Carmelite Monastery. The pressures of development are clearly evident along this portion of the Coast. Power poles, residential development and road cuts on hillsides, to provide access to private property, are clear detractions from the natural scenic beauty.

In many locations residents have planted trees for privacy, however, these trees also block views from the highway. The major threat to the scenic quality along this portion of the highway is from continued residential development.

The Big Sur Valley provides a very different visual experience from the rest of Highway 1. Views are more intimate and rustic in character. This portion of the coast has few view locations, but a wealth of intrinsic features such as the Captain Cooper Redwoods, the rustic river resorts, Post Homestead, and Pfeiffer-Big Sur meadow. The primary elements that detract from this rustic aesthetic are power poles, signage and parking lots.

The southern Big Sur Coast presents a more natural and rugged scenic quality. There is relatively little residential development and commercial development is confined to two small rustic towns (Lucia and Gorda). View locations are less frequent and more formalized than in the northern segment of the corridor. Intrinsic scenic features also tend to be more natural features such as Square Black Rock, Cape San Martin, and Redwood Gulch. Landsliding is a major visual element along this portion of the highway and has a substantial effect on the overall visual quality; this is most noticeable at Rain Rocks. Along this stretch of the Coast the major visual detractions are non-native pampas grass, berms and landslide rubble, and metal guardrails. Clearly, repair activities to keep the highway open have affected visual quality within this portion of the corridor. At most view locations large berms have been created along with piles of rocks and other slide debris - all detracting from the larger visual experience.

I. INTRODUCTION

I.1 PLAN PURPOSE

The Big Sur Coast Highway Management Plan (CHMP) is designed to establish coordinated management of the Highway 1 corridor along this widely treasured coastline. The primary goal is to preserve, protect and restore the area's unique qualities while ensuring the continued safe and efficient operation of the highway. The planning area is located along a portion of the historic Carmel-San Simeon Highway from San Carpoforo Creek in San Luis Obispo County to the Carmel River in Monterey County, also known as Highway 1 along the Big Sur Coast.

The CHMP also fulfills the objectives of the Federal Highway Administration's National Scenic Byways program to update the Corridor Management Plan originally prepared in support of its All-American Road designation in 1996.

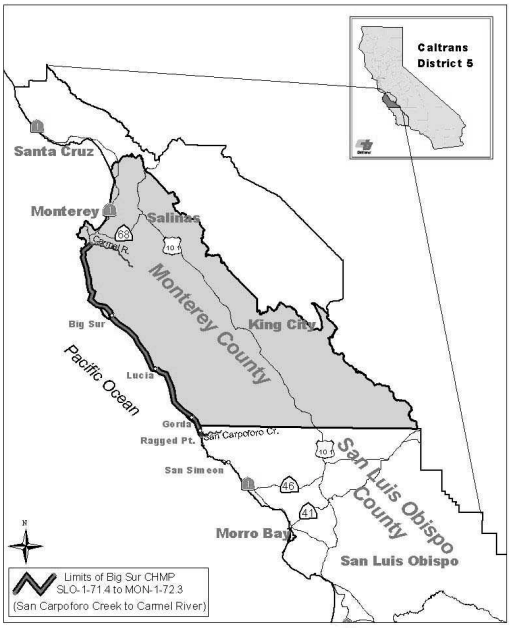


Figure 1. Map of Big Sur Coast Highway Management Plan Area

I.2 BACKGROUND

The ongoing natural processes that shape the unforgettable landscape in Big Sur also create the greatest challenges for maintaining a reliable highway. Perched on the steep western slopes of the Santa Lucia Mountains, which face the brunt of Pacific storms, the highway requires intensive maintenance and is in an almost continuous state of repair.

Landslides and washouts of variable severity result in frequent road closures; complex repairs to restore the highway can cause further delays and extend over long periods of time. With detours nearly non-existent, Highway 1 is the lifeline to several well-established communities. It also provides access to eight state parks and a large unit of the Los Padres National Forest. Considering the highway itself is a major travel destination, closures and extended delays reverberate through the coastal communities between San Luis Obispo and Carmel, whose economies are heavily dependent on recreational travel.

With rapid response to restore highway travel after an event, coordination among many parties with an interest or regulatory authority can become tense under what sometimes appears to be competing interests. Working under these circumstances can result in sometimes awkward solutions, delays and increased costs.

Meanwhile, the accumulated consequences from frequent repairs and related highway improvements have been seen as threatening the unique qualities and most sensitive resources found on this coast. Concerns about visual impacts from large cut and fill

slopes, spread of invasive plants, impacts to marine and upland coastal habitats from repairs (including disposal of material) and proliferation of standard highway designs have all contributed to a sense by the community that the corridor is being gradually degraded.

After a particularly harsh winter in 1998, a focused effort by the California Department of Transportation (Caltrans) to develop a coordinated management plan was initiated in the form of the Big Sur Coast Highway Management Plan.

Fundamental to a corridor management plan is an inventory of intrinsic qualities, the unique and irreplaceable features that define the essence of the corridor. The inventory of these qualities provides the foundation on which management strategies will be designed to preserve, protect and restore.

Intrinsic qualities are categorized into six types:

- Archaeological
- Cultural
- Historic
- Natural
- Scenic
- Recreational

This report describes the scenic resources along the corridor that contribute to and detract from the overall scenic quality of the area.

The inventory for the Big Sur Coast has been developed to a greater level of detail than what would normally be expected for a Corridor Management Plan. For this corridor, all resource information has been assembled into a Geographic Information System (GIS)[1] database to help meet the larger objectives of the CHMP to facilitate regulatory decision-making on highway-related activities.

I.3 OVERVIEW

The Coast Highway (State Route 1) passes through Big Sur on its way from San Simeon to Carmel along the central California coast. The Big Sur coast is one of the most scenic places in the United States and the world. This dramatic meeting of land and sea has been written about, photographed, and visited by people seeking to experience its natural beauty ever since the first settlers explored the area. The Coast Highway, considered by many to be one of the wonders of Big Sur, was designated the first Scenic Highway in California because it provides a driving experience unsurpassed in natural beauty and scenic variety. The Coast Highway provides access for people from all over the world to experience the scenic wonders of Big Sur. The Coast Highway is also a "lifeline" for the businesses and people who now live along the coast.

[1] A **G**eographic **I**nformation **S**ystem (GIS) provides the ability to store and view geographic information spatially; it is a computer-based application from which the mapping for this report was produced.

The history of Big Sur is important from a scenic quality perspective because much of this history is evident in the scenic qualities, features and views that are experienced while traveling the Coast Highway.

This stretch of the California coast is extremely rugged and was not settled until a little more than a century ago. The area was originally called El Sur Grande, or the Big South, and was virtually unexplored and unmapped until the mid-1800s. In the late 1800s and turn of the century, Big Sur actually sustained a larger population than it does today. This boom was associated with a thriving redwood lumbering industry. Road access was extremely limited, and steamers transported people and goods into and out of the area. Navigation was very dangerous given the rocky coastline and heavy surf. In 1889 the Point Sur lighthouse was constructed, providing much needed help to the sailors who navigated the coast. In 1937, the current Coast Highway was completed after 18 years of construction. Electricity finally reached the Big Sur coast in the 1950s, however, even to this day, it does not extend the entire length of the coast or into more remote inland areas.

Natural and unspoiled mountains and rocky coastline are the dominant scenic qualities along the Coast Highway. Agriculture is also a prominent scenic quality and is represented by cattle grazing, ranch fencing, and old homesteads. The roadway itself also provides prominent visual resources such as the historic rock walls that line portions of the roadway and the beautiful arched bridges such as those at Rocky Creek and Bixby Creek.

There are also features that detract from the scenic quality of the Big Sur coast. Most of these features are related to modern development and the pressures of urbanization such as power lines and poles, roadside signage, and homes. Naturally occurring phenomena such as landslides and washouts also detract from the scenic quality by creating scars on the hillsides and disrupting the flow of traffic along the Coast Highway.

I.4 RELATIONSHIP TO OTHER PLANNING STUDIES

The CHMP is a long-range planning document, designed to guide the management of the Big Sur Highway 1 corridor for years to come. These inventory reports and their supporting GIS database offer the most detailed and specific inventory of resources within the Highway 1 corridor along the Big Sur Coast that has ever been compiled.

This information resource not only provides the basis for CHMP management strategies, enhancement projects, and other implementation measures, now and for the future, but it also offers a valuable source of information for other resource management agencies along the coast. It is hoped that federal, State, and local agencies including the U.S. Forest Service, Monterey Bay National Marine Sanctuary, State Parks, Coastal Commission, and County of Monterey, to name only a few, will use this database. Such information sharing should facilitate their decision-making regarding highway-related activities within their jurisdictions and support their respective management planning efforts. For example, Caltrans and regulatory agencies can consult the database for early information about sensitive resources in the vicinity of a project or storm damaged location and be clear about a course of action to avoid, minimize or mitigate for impacts

to these resources. The plans of the individual agencies will provide the structure and detail needed to ensure implementation of their CHMP responsibilities outside of those areas controlled by Caltrans.

It is also anticipated that these agencies will participate over time in updating and expanding the inventory database. Such information sharing and cooperation among all stakeholders will help to achieve coordinated planning among agencies along this stretch of coast.

I.5 PURPOSE OF THE SCENIC QUALITY ANALYSIS

As part of the Big Sur Coast Highway Management Plan this scenic qualities analysis was prepared to:

- Provide a comprehensive inventory of the scenic qualities (i.e. viewsheds, landscape units, view locations, and intrinsic scenic features) along the CHMP corridor
- Identify the existing features and elements that contribute to the scenic quality of the Coast Highway for protection throughout the corridor.
- Identify existing features and elements that detract from the scenic quality of the Coast Highway for possible correction.
- Evaluate the CHMP strategies and their potential effects on scenic quality.
- Identify needs and opportunities for additional view points.

The scenic qualities analysis conducted for the CHMP is similar to other visual impact assessments for transportation projects in that it provides an inventory of the visual and scenic elements within the project corridor based on guidelines provided in the Federal Highway Administration's (FHWA) approach to visual assessment of highway projects (FHWA, no date). However, this scenic qualities analysis also incorporates evaluation criteria and methods developed as part of the Scenic Byways Program. The Scenic Byways Program focuses on identification of the intrinsic features of a byway that make it special or unique and therefore, this scenic qualities analysis identifies the intrinsic scenic features along the Coast Highway. The scenic qualities analysis uses information gathered from a Byways sponsored Scenic Conservation Planning Workshop and a viewer response questionnaire prepared and distributed for this project. The Scenic Conservation Planning Workshop provided a forum for discussion and identification of scenic qualities in the context of the Scenic Byways program. The viewer response questionnaire was used to validate the inventory of scenic elements and visual quality ratings that are based on typical visual impact assessment methodology.

This scenic qualities inventory also serves to complement provisions of the LCP for critical viewshed issues (Section 1.6 Relationships to other plans). This inventory characterizes features and views along the corridor and, in this way, describes the

context. It also provides an additional level of evaluation of some of the most characteristic scenic qualities and features along the Highway 1 corridor.

The scenic qualities analysis does not serve to evaluate impacts from any specific actions within the corridor. However, it does provide a basis for future site-specific evaluations.

I.6 RELATIONSHIP TO OTHER PLANNING DOCUMENTS

Monterey County's certified Local Coast Program (LCP) provides the standard of review for all development along the Big Sur Coast. The definition of development includes many types of highway improvements. Big Sur Coast and Carmel Area Land Use Plans (LUPs) are the applicable policy components of the LCP. (The certified San Luis Obispo County LCP and its North Coast Area Plan similarly covers the Ragged Point area at the southern end of the inventoried corridor.) The Scenic Resources sections of the LUPs contain important definitions, policies and development standards intended to protect, preserve and enhance the scenic resources of the area.

The Big Sur Coast LUP covers most of the length of the Scenic Byway. One of the key policies of this document establishes a critical viewshed and prohibits "all future public and private development visible from Highway 1 and major public viewing areas". Specifically, the LUP definition states:

> **Critical viewshed:** everything within sight of Highway 1 and major public viewing areas including turnouts, beaches and the following specific locations: Sobranes Point, Garrapata Beach, Abalone Cove Vista Point, Bixby Creek Turnout, Hurricane Point Overlook, upper Sycamore Canyon Road (Highway 1 to Pais Road), Pfeiffer Beach/Cooper Beach, and specific views from Old Coast Road.

As part of the discussion of Highway 1, the LUP further asserts that the aesthetic qualities within the corridor have been eroding. This condition is attributed to both private and public development in the scenic viewshed, as well as visitor overuse within the highway right-of-way. Concerns are enumerated regarding proliferation of informal, unpaved pullouts and the spread of non-native invasive plant species along the corridor.

While the present analysis does not inventory all visual resources within the critical viewshed, it provides the results of a methodical assessment of scenic qualities and an evaluation of the corridor by geographic units (viewsheds and landscape units) along the highway. Within these areas, a number of view locations and intrinsic features were identified that are visible while travelling on Highway 1. The criteria used in this analysis focuses on areas directly visible and evident while travelling the highway. This differs from the LUP criteria that would include areas visible from major public viewing locations that may not be directly visible from Highway 1. In this context, this scenic qualities inventory identifies and evaluates a subset of the resources that would be protected under the critical viewshed policy.

Given this strong element of protection along the coast, ongoing efforts to purchase conservation easements has been an important component of the county's long-term viewshed preservation strategy. One of the most active players in this effort has been the Big Sur Land Trust, whose publication *Protecting Scenic Lands of the Big Sur Coast* was also used as a reference in this analysis.

II. METHODOLOGY

This chapter describes the methodology and criteria used in assessing the existing scenic qualities of the Coast Highway between San Carpoforo Creek in San Luis Obispo County and the Carmel River Bridge in Monterey County.

The study methodology was developed using guidelines provided in the Federal Highway Administration's (FHWA) approach to visual assessment of highway projects. The existing scenic qualities of the project corridor are described in terms of the following components:

- Identification of visual resources - described in terms of viewsheds, landscape units, viewpoints and intrinsic features.
- Characterization of visual resources - described in terms of their visual quality on a scale of high, medium and low.
- Viewer sensitivity – measured through exercises at a Scenic Conservation Planning Workshop and a Viewer Response Questionnaire.

The scenic qualities of the corridor were mapped, described and comparatively evaluated to provide a comprehensive inventory of the existing visual resources of the corridor.

II.1 VISUAL RESOURCE DEFINITIONS

For purposes of this inventory, the study area was defined as the scenic elements visible while traveling Highway 1. The most common forms of traveling the Coast Highway are via automobile, tour bus, and bicycle. The inventory focuses on scenic elements visible from these modes of transportation. As a result, the inventory does not include every scenic element along the Big Sur Coast. The inventory focuses on the viewsheds, landscape units, primary view locations, and intrinsic scenic features that are clearly evident from the perspective of the traveler along Highway 1.

According to these criteria, a view location or intrinsic scenic feature, no matter how dramatic or well known, that is not clearly evident from the Highway was not included in this inventory. The Big Sur Coast is noted for its scenic beauty, which made a difficult task of discriminating features that were truly unique or vivid or both. Some features were necessarily excluded in favor of others that better met the survey criteria described below.

The direction of travel, time of year and weather may also have a substantial effect on the traveler's visual experience. Fog can often shroud dramatic landscapes from view, such as Mount Manuel or Point Sur. The changing seasons also have a dramatic effect on visual quality. For example, the brilliant-colored sycamore and maple leaves of the Big Sur Valley in autumn, snow on Cone Peak in winter, masses of wild flowers in spring, and the tawny grass-covered bluffs in summer, are all dramatic examples of the wide range of scenic elements that are encountered as the seasons change along the coast. The direction of travel can also affect the traveler's experience. For example, the Torre Canyon bridge is most dramatic when travelling in the southbound direction. Northbound travelers may never notice this soaring span in the redwoods. The methodology for the scenic qualities inventory discusses some of these unique images, but focuses on the identification of scenic elements that are not dependent on a particular time of year or direction of travel. In other words, the methodology has been applied so that the criteria for defining each element (viewshed, landscape unit, view location and

intrinsic scenic feature) must be met during most times of year, independent of the direction of travel.

II.1.1 Regional Landscape Character

The first step in identifying visual character is to define the regional landscape in which the project study area is located. This definition establishes a frame of reference when evaluating and comparing the visual quality of specific segments or features within the corridor. Regional landscapes constitute broad areas defined by physical and ecological factors and are characterized by specific combinations of four components: landform (or topography), water, vegetation, and man-made development.

II.1.2 Viewsheds

A viewshed is generally defined as the visual envelope that a person can see from a specific point within which specific visual elements (e.g. trees, rock outcroppings, etc.) can be discerned. As a result, viewsheds are generally quite large, encompass many different visual elements and landscapes, and are often defined by topographic features. For the Coast Highway, this approach to defining viewsheds was slightly modified in response to the extremely long corridor being inventoried. Viewsheds were delineated with an emphasis on areas that possessed common visual elements, vegetation or topographic features, as well as the visual envelope from various vantage points. This approach resulted in viewsheds of varying size and length that generally stretch several miles along the coast. Using this method, viewshed boundaries represent major changes in visual character as one progresses south to north along the Coast Highway. Eight distinct viewsheds were identified in accordance with these criteria.

II.1.3 Landscape Units

Landscape units are distinct segments within viewsheds that have a consistent or cohesive visual character primarily based on vegetation, topographic and man-made elements. Their boundaries are often marked by distinct changes in visual character or spatial experience, such as a river crossing or a change in land use pattern. The visual character of some units is strongly influenced by specific landscape features, such as residences or other man-made structures, or distinctive landforms or vegetation. Landscape units along the Coast Highway vary greatly in width depending on the types of vegetation, man-made features, topography and other features. In general, the landscape units along the Coast Highway encompass the scenic elements within 50 to 100 feet on either side of the roadway. As a result, the description of each landscape unit captures the typical viewing experience while travelling along the Coast Highway. Thirty-eight landscape units were identified along the corridor.

II.1.4 View Locations

View Locations are defined as locations along the Coast Highway that provide a chance for travelers to stop and experience the unique scenic qualities of the Central California Coast. Because these are locations where travelers can stop, they provide a much different viewing experience from that while traveling. These view locations provide an opportunity to see more elements and features for a much longer period of time, making the viewing experience more sensitive to change. The view while traveling is more accurately portrayed in the description of the various landscape units.

Most view locations are large pullouts or designated vista points along the highway where travelers can safely stop. Because this stretch of the Coast Highway contains numerous places for travelers to stop, only primary view locations have been mapped, described and evaluated. Primary view locations must meet all of the following criteria:

1. Located immediately along the roadway where at least four or more cars can pull off the roadway at one time.
2. Provides unique or long-range views of the coast.
3. Clearly evident from the highway that a viewing opportunity exists.

An example of a primary view location is at Hurricane Point, which is found at one of the highest points along Highway 1. The traveler is uniquely aware that an excellent viewing opportunity exists by the elevation of the road and the presence of a wide paved pullout marked by large boulders. An example that does not meet the view location criteria is Partington overlook. While a large pullout exists at this location (PM 37.6), the elevation of the road and the vertical orientation of the view act to hide this unique viewing opportunity from the traveler. Thirty primary view locations were identified throughout the corridor.

II.1.5 Intrinsic Scenic Features

Intrinsic scenic features are physical features that are both visible from the travelled way and define the visual experience of the Big Sur Coast or the character of a particular viewshed or landscape unit. Defining features can be either positive or negative, however, for the purposes of this analysis, intrinsic features are the positive set that significantly add to or enhance the experience of traveling the Coast Highway because they are unique or vivid (or both) and, therefore, memorable. Intrinsic scenic features include unique natural features such as large rock outcroppings along the shore (e.g. Square Black Rock) and vivid man-made structures (e.g. Bixby Creek Bridge, Coast Gallery). This survey did not set out to inventory as intrinsic features, elements that detract from the visual quality of the coast, although these elements are identified in every evaluation of scenic quality.

In the context of intrinsic features, unique is defined as being unusual or different in visual character, making the feature stand out and be memorable to travelers along the Coast Highway. Unique can apply to both natural and man-made features. An example is the James House Masonry Wall in Carmel Highlands. This wall is unique in its construction and architecture, creating a memorable image to the traveler. Vivid is defined as being bright and distinct in visual character. Often times vividness is exhibited by bright or contrasting colors, striking architecture, or prominence of location, making the feature memorable to the traveler. An example is the Bixby Bridge, which exhibits striking architecture and a prominent location along the coast. The definition of vividness in terms of visual quality analysis is further discussed in Section II.2 below. The Big Sur Coast is famous for its scenic beauty, which made it difficult to discriminate features that are truly unique or vivid or both. Some features were necessarily excluded in favor of others that better met the survey criteria.

Each intrinsic scenic feature identified for this analysis has been mapped, described and evaluated.

II.2 SCENIC QUALITY EVALUATION

Each viewshed, landscape unit, view location and intrinsic scenic feature was described and evaluated in terms of its scenic quality. The evaluation focused on factors that describe the level of visual relationship between the elements within the landscape or view. The factors evaluated include visual quality, visual dominance, defining characteristics and viewer exposure.

II.2.1 Visual Quality

Visual quality is a subjective issue that requires careful consideration. To address the subjective nature of this evaluation, and consistent with Federal Highway Administration guidelines, visual quality was divided into three sub-criteria: vividness, intactness, and unity. For each of these criteria a rating of high, medium or low was assigned. These criteria and the ratings are defined as follows:

- **Vividness** is the visual power or memorability of the landscape or feature. High ratings indicate a very powerful and memorable experience such as the dramatic drops and rocky cliffs of Hurricane Point or the Point Sur Lighthouse. Medium to low vividness ratings reflect less powerful or memorable experiences such as the forested Big Sur valley, which is quite beautiful but far less powerful and dramatic when compared to other parts of the Coast Highway.

- **Intactness** is the visual integrity of the natural and/or man-made landscape. A key indicator of intactness is freedom from encroaching elements when viewing a landscape or feature. Ratings of high intactness reflect a consistent visual experience such as the stretch south of Cape San Martin where there are few man-made intrusions other than the Coast Highway. Examples of medium to low intactness would be the stretches near Esalen where man-made elements and landscape plantings interrupt the natural landscape.

- **Unity** is the visual coherence and compositional harmony of the landscape and/or feature. When considering the unity of a landscape or feature, all natural and man-made features found within the normal view range are considered. In altered landscapes, the degree of unity frequently attests to the careful design or fit of individual components in the landscape. An example is the way man-made elements such as the Bixby Bridge combine with natural features to provide a coherent visage unique to the Coast Highway.[1] A rating of medium to low would indicate that elements of the landscape are not coherent, such as the stretch at the northern end of the corridor where man-made features such as the Rocky Point Restaurant, homes, and driveways create a sharp contrast with natural landscape features and dramatic views.

[1] Although unity and intactness are often thought of as being similar, they are distinct criteria. For example, a stretch of road could be rated as having medium to low intactness because of manmade features intruding on an otherwise pristine natural setting (e.g. the Bixby Bridge stretch). Under unity, however, the design of the man-made feature can be taken into consideration. Thus, the same area could be given a rating of high unity because the contrast of features and the design of the man-made element(s) provide a unique and harmonious aesthetic.

II.2.2 Visual Dominance

Another key factor in evaluating scenic quality is visual dominance. This factor involves the evaluation of the visibility of a specific feature within the view. For this study, the focus of the visual dominance evaluation is the visibility of Highway 1 within the view. Visual dominance is rated on a scale of inevident to dominant as described below:

- **Inevident**—Visible but generally not noticeable.
- **Subordinate**—Noticeable, but attracts less attention than other components of the setting.
- **Co-dominant**—Project attracts attention equally with other components of the setting.
- **Dominant**—Project dominates the view and attracts more attention than other components of the setting.

II.2.3 Image Types

Image types refer to unique images that contribute to the overall aesthetic. Image types were broken down into three general categories 1) topography – examples include rock outcroppings, cliffs or cut slopes; 2) vegetation – examples include redwood trees, cypress trees, or sage scrub; and 3) structures – examples include bridges (and other roadway appurtenances), homes, barns, signage, restaurants, etc. Image types are used primarily to help describe the features of a landscape unit or key elements within a viewshed.

II.2.4 Viewer Exposure

Viewer exposure addresses the sensitivity of the viewer to change. The criteria that affect sensitivity to change include the viewer angle, position and distance. Viewer exposure is most often used when evaluating specific viewpoints such as vista points and lookouts. Viewing angle is an important factor in evaluating viewer exposure. In general, a 45-degree viewing angle is preferable because it allows the viewer to see the depth, architectural features and length of the feature being viewed. Highly acute viewing angles are less preferable because architectural details and the depth of the feature being viewed are often reduced at sharp viewing angles. Perpendicular angles are also less preferable than a 45-degree viewing angle because the depth of the feature is often lost, while architectural details are more visible. For this inventory, the viewing angle was defined as the angle to the Coast Highway within the primary viewing direction from the viewpoint. For example, the focus of some viewpoints is rocks or other features out in the ocean. In these cases, Highway 1 would be at a highly acute angle. Other views may primarily be up or down the coastline within which Highway 1 may be at a 45-degree angle or perpendicular.

Viewing distance affects the degree of visibility of landscape features. Close viewpoints, typically within 0 to 0.5 kilometers (0 to 0.3 miles), permit perception of landscape detail and small-scale features. An intermediate viewpoint, typically from 0.5 to 5.0 kilometers (0.3 to 3.0

miles), permits the viewer to perceive the relationship of landscape features, although detailed perception is considerably reduced. Distant viewpoints, typically beyond 5.0 kilometers (3.0 miles) from the viewer, allow the perception of only large-scale features (e.g., ridges, water, and urban settlements), with little detail and considerable loss of color contrast.

Viewer position was also noted on the inventory forms. Viewer position refers to the location of the viewer relative to the Coast Highway and can be either above, below or at the same level. Viewer position is an important consideration in that positions located above the road will tend to see more of the road and therefore be more sensitive to changes such as widening of the road, new railing, and slope repairs. Viewer positions below the roadway would see less of the road surface and therefore be less sensitive to such changes.

II.2.5 Defining Features

Defining features are the key visual elements that comprise the view. These features can be natural, such as steep topography and minimal vegetation or man-made structures such as bridges, homes, hotels or restaurants. Defining features are categorized as features that either contribute or detract from the overall visual character of the view. For example, the viewshed surrounding Hurricane Point is characterized by steep cliffs, rugged mountain terrain and low-lying vegetation providing long-range dramatic views of the coast. There are very few elements in this stretch of Highway 1 that detract from this overall aesthetic. Other viewsheds such as the Big Sur Valley are characterized by forested landscapes with frequent signs of development including residences, stores, campgrounds, restaurants and resorts allowing primarily short-range views with periodic glimpses of the surrounding hills. In this stretch of Highway 1, commercial signage and parking lots do not provide a consistent architectural aesthetic. The randomness of location of these man-made features detracts from the forested setting.

II.2.6 Scenic Conservation Planning Workshop

In September 2000 a Scenic Conservation Planning Workshop (Scenic Workshop) was held in Big Sur by the National Scenic Byways Resource Center. This workshop provided a forum for stakeholders including community members and agency representatives to discuss the scenic features and elements along the Coast Highway, as well as current and potential threats to the scenic qualities of the area. The workshop included several exercises that provided valuable input in developing the present inventory of scenic qualities. These exercises involved identification of the major "corridor sections"[2] along the Coast Highway and current and potential threats to the scenic resources within each corridor section. The current and potential threats included: invasive non-native plants; storm damage repairs; signs; utilities; development; degradation of cultural resources; and highway design, structures and features.

Another exercise involved participants' taking photographs of scenic elements and features along the Big Sur Coast. These photographs were placed on a large topographic map according to their location along the coast. The photographs were of features that participants felt contributed to the scenic quality, such as the historic fountains and rock walls found along the Coast Highway, views of agricultural uses and rural characteristics such as multi-colored mailboxes, and panoramic views of the coastline. Other pictures were of features and elements

[2] "Corridor section" was a term used by the workshop participants to describe distinct areas along the Coast Highway within the CHMP corridor. While no specific definition of a corridor section was developed at the Scenic Workshop, these areas roughly translate to Viewsheds as defined in this inventory report. The viewsheds identified in this inventory report are compared to each of the corridor sections identified by the Scenic Workshop participants (see Chapter III).

that participants believed detracted from the scenic quality, such as roadside signage, residences, power poles, non-native plants, and storm damage repair efforts. Workshop participants collectively took over 300 photographs. A complete index of the photographs is available in Powerpoint format. (on file in the Caltrans District 5 office)

The input received at this workshop helped guide the scenic qualities inventory data collection efforts and provided valuable input for preparing the descriptions of the viewsheds, landscape units, view locations and intrinsic scenic features identified in this report.

A summary of the Scenic Conservation Planning Workshop along with sample photographs depicting both contributing and detracting features is contained in Appendix B.

II.2.7 Viewer Response Questionnaire

To assist in the evaluation of scenic quality and validate the baseline scenic qualities inventoried in this report, a viewer response questionnaire was developed. The questionnaire provided a way to survey a broad cross-section of users of the Coast Highway about scenic elements of importance to them and for them to rate the scenic quality of specific examples along the highway. The questionnaire responses were used to validate the range of contributing and detracting features inventoried along the highway and the scenic quality ratings given to specific segments of the highway. A copy of the questionnaire along with the tabulated results is contained in Appendix C.

Respondents were asked a wide range of questions to identify:

- Scenic features, views and viewpoints of most importance along the Highway
- Features that detract from the scenic quality of the area
- Features that contribute to the scenic quality of the area

Respondents were also asked to evaluate several photographs taken along the Coast Highway in terms of overall visual quality and the elements within each photograph that contributed to and/or detracted from the overall visual quality.

The questionnaires were distributed over two weekends in May 2001 and at a public meeting held in Big Sur on March 1, 2001. A total of 71 questionnaires were filled out and returned to Caltrans. A summary and evaluation of the responses received is contained at the end of Chapter III.

II.3 DATA COLLECTION METHODS

Data collection was performed through a series of field surveys conducted in July and August 2000 and in October 2001. The purpose of the surveys was to map existing scenic resources (viewshed, landscape units, viewpoints, and intrinsic features) along the Coast Highway and evaluate their scenic quality.

II.3.1 Mapping

The project corridor was divided into eight viewsheds using the criteria described in Section 1.1.2. United States Geologic Survey (USGS) topographic quad sheets at a scale of 1:24,000, which equals 1"=2000', were used to map viewshed boundaries, which are primarily delineated by topographic features (e.g. ridgelines, points). Aerial photographs at a scale of 1" = 200' were

used to map the limits of landscape units and the location of viewpoints and intrinsic scenic features. The field mapping on USGS quads and aerial photographs was then transferred to a GIS database where it was linked with scenic quality evaluation data and photographs of each visual resource.

II.3.2 Photography

For each scenic resource, photographic records were taken to assist in the scenic quality evaluation, and these were used to depict key visual elements and representative scenic features. A digital camera, primarily utilizing a 50-mm focal length, was used to generally depict the view cone of the human eye. Where broader scenic views occurred, a wider angle lens was used to capture the breadth of the view or feature(s). Photo points were chosen based on their ability to depict the typical visual character of the resource.

II.3.3 Inventory Forms

To facilitate the scenic quality evaluation in the field, scenic resource inventory forms were developed for each resource (a sample of the inventory form is provided in Appendix A). The forms record geographic reference information as well as several factors that relate to evaluation of the overall scenic quality of the resource(s). The information gathered for each viewshed, landscape unit, viewpoint and intrinsic scenic feature is described in more detail below.

Inventory Forms - Viewsheds

For each viewshed, information was collected on the scenic resource inventory form regarding key scenic qualities and geographic references. This information included the overall visual quality of the viewshed in terms of vividness, intactness and unity (see descriptions and rating system above), as well as information about the viewshed's defining features, and the visual dominance of the Coast Highway within the viewshed.

Inventory Forms – Landscape Units

As with the viewsheds, geographic reference information was collected for each landscape unit. In addition, the viewshed encompassing the landscape unit was documented. Similar to each viewshed, the visual quality of each landscape unit was evaluated and rated in terms of vividness, intactness and unity. For landscape units, the evaluation of scenic quality was limited to the areas immediately adjacent to the Coast Highway (approximately 50 – 100 feet on either side). The image types within each landscape unit were also documented. In essence, these evaluations represent what most travelers see, in terms of visual quality, as they progress north or south along the roadway.

As with viewsheds, the visual dominance of the Coast Highway within the landscape unit was evaluated based on the criteria and definitions described above in section 1.2.2. In general, at the landscape unit level, the roadway is relatively dominant within the landscape, however, in some areas the roadway is less dominant. In these areas the overall scenic quality tends to be higher because the roadway detracts less from the natural setting and views.

Inventory Forms - Viewpoints

For each viewpoint, geographic reference information was collected and the viewshed and landscape unit encompassing the viewpoint were documented. For each viewpoint, the primary viewer type as well as viewer exposure information (angle, distance and position) were noted. The viewer type in most cases is a roadway user travelling along Coast Highway; however, in some locations the viewer group may be recreationists or residents. These distinctions were noted on the inventory forms and are important when considering viewer sensitivity to any changes to the view.

As with viewpoints and landscape units the visual quality of the view with regard to vividness, intactness and unity was evaluated for each viewpoint. In addition, the defining features within the view were also noted and categorized according to those that contribute to the overall quality of the view and those that detract from the view.

As with landscape units, the visual dominance of the roadway was evaluated. In the context of a viewpoint, visual dominance of Highway 1 was evaluated in terms of the overall view, or primary focus of the view from each particular viewpoint. For example, the primary view from a viewpoint may not include Highway 1 because the view is primarily of the ocean, rock outcroppings or other features. In this case, the visual dominance of Highway 1 in the view would be inevident.

Inventory Forms – Intrinsic Scenic Features

The inventory documentation for each intrinsic scenic feature was very similar to the information collected for landscape units. Information about the visual quality of the feature in terms of vividness, intactness and unity was collected. The ratings of visual quality consider the feature in the context of its immediate surroundings. The defining characteristics of the feature were noted and categorized into topographic, vegetative and structural/man-made. Detracting features were also noted on the forms. Finally, the visual dominance of the feature was noted.

III. SCENIC QUALITIES OF THE BIG SUR COAST

The Big Sur Coast is one of the most scenic areas in the world and has inspired artists and writers over the last century. Its natural beauty and rugged character has been the subject of countless paintings, photographs and books. The Big Sur Coast is most known for its natural resources and dramatic meeting of land and sea. But within this greater context one finds spectacular engineering feats such as Bixby Bridge and historic landmarks such as the Point Sur Lighthouse and Post Homestead. These divergent visual images combine to create a memorable and awe inspiring journey for those lucky enough to travel the 72 miles that make up the Big Sur Coast.

The following chapter contains an inventory of the scenic qualities within the CHMP study area. For purposes of this study, scenic qualities are limited to those features that are visible while traveling on Highway 1. The inventory uses a methodology based on the Federal Highway Administration methodology for conducting Visual Impact Assessments and criteria established by the National Scenic Byways Program. Scenic elements that have been identified and inventoried include: eight viewsheds, 35 landscape units, 31 view locations (VL[1]) and 35 intrinsic scenic features (IF[1]). The definitions and criteria for each of these are explained in Chapter II.

III. 1 SOUTHERN GATEWAY – ENTRANCE TO THE BIG SUR COAST

(SLO-1-71.5/73.0)

This view of the mouth of San Carpoforo Creek looking northwest typifies the Southern Gateway.

The Southern Gateway viewshed stretches from San Carpoforo Creek in northern San Luis Obispo County to the Ragged Point Inn. This viewshed marks the entrance to the rugged and scenic Big Sur Coast for the northbound traveler. Within this viewshed, the Coast Highway transitions from the low coastal bluffs of the San Simeon coast to the steep and rugged mountains of the Big Sur Coast. For the southbound traveler the road descends off high cliffs and winding mountainsides to the low bluffs and relatively

[1] The numbering system in Chapter III utilizes the letters VL and IF to indicate whether a feature is either a *view location* or *intrinsic scenic feature* respectively.

straight roads of the San Simeon Coast, marking the end of a long and breathtaking journey.

In the northbound direction the road climbs slowly and steadily from the flat, open coastal plain around San Carpoforo Creek and its sandy beach, into the steep coastal hills where it is lined by Cypress and Monterey pines. The Ragged Point Inn is located towards the northern end of this viewshed and marks both the start of the Big Sur Coast for travelers heading north and the end of the Big Sur Coast for travelers heading south. Many travelers stop at the Ragged Point Inn for a quick bite to eat, to look at the views which are a short walk away or just to take a little break before heading north on their long journey. The location of this viewshed is shown on Map 1 in Appendix A.

Many features contribute to this scenic viewshed, such as the long stretch of white, sandy beach at the mouth of San Carpoforo Creek and the rock formations in the ocean just off Ragged Point. The road is subordinate to the natural landscape and the road's topography ranges from level to steep and mountainous. There is a great variety of vegetation that changes with the topography and where human development has occurred. Low coastal sage scrub is dominant around San Carpoforo Creek, while planted features such as Cypress and Monterey pine forests dominate the landscape in the more mountainous areas. While these trees may add to the vividness and unity of the landscape, they actually detract from the intactness because they are not native to this area.

The vividness, intactness and unity of the viewshed are considered medium because of the mixture of natural and man-made features and the variety of terrain. Detractors from the scenic quality of this viewshed are primarily man-made features such as residences, other buildings, fences, driveways, road cuts on distant hillsides and mailboxes and signage immediately along the road. Other detracting features include areas of landslide repair, specifically to the north of the San Carpoforo Creek Bridge.

This viewshed was generally identified by participants at the Scenic Workshop as the "Ragged Point" corridor section. The boundaries identified by Workshop participants begin at San Carpoforo Creek and end at the Monterey County line, which includes all of Viewshed 1 and a portion of Viewshed 2 as defined in this report. The narrow, winding road, historical agricultural uses and the beautiful mountain views were noted as significant scenic attributes within this corridor section. Detractors included invasive plant species, such as pampas grass and fennel, and road repairs and preventative measures due to constant landslide activity.

This scenic viewshed includes two landscape units, one view location and one intrinsic feature. The visual quality ratings for this viewshed are as follows:

Visual Quality	**Ratings**
Vividness	Medium
Intactness	Medium
Unity	Medium
Visual Dominance of the Coast Highway	Subordinate

III.1.1 San Carpoforo Creek Landscape Unit
(SLO-1-71.5/72.1)

View of San Carpoforo Creek and Williams Ranch looking north from Highway 1.

This landscape unit encompasses the flat floodplain of San Carpoforo Creek, which runs out of the Santa Lucia Mountains to the east. The creek creates a long expanse of white, sandy beach where it empties into the Pacific Ocean. Just to the north of San Carpoforo Creek the road begins to gain elevation and winds through the rugged, steep hills and mountains of the Big Sur coast in contrast to the lower coastal bluffs of the south. This transition marks the northern boundary of this landscape unit, the location of which is shown on Map 1 in Appendix A.

The vegetation in this landscape unit is predominately coastal scrub with intermittent cypress trees on the hillsides along the road. There are some agricultural uses in the low-lying areas around San Carpoforo Creek. A homestead, barn and corrals (the Williams Ranch) are associated with the agricultural use. While this homestead is visually coherent with the large expanse of coastal plain and open space, there are many other intrusions upon the natural landscape that are not as coherent. These detractors include newer houses, driveways, fences, mailboxes and signage. Other disruptions in the natural landscape include the San Carpoforo Creek Bridge and a slide repair north of San Carpoforo Creek. This mixture of man-made and natural features detracts from the landscape unit's vividness, unity and intactness, resulting in an overall visual quality rating of medium.

No view locations or intrinsic features were identified within this landscape unit. The visual quality ratings of this landscape unit are as follows:

Visual Quality	Ratings
Vividness	Medium
Intactness	Medium
Unity	Medium
Visual Dominance of the Coast Highway	Subordinate

III.1.2 Ragged Point Inn Landscape Unit
(SLO-1-72.1/73.0)

View of the entrance to the Ragged Point Inn from Highway 1 looking southwest.

The Ragged Point Landscape Unit is located immediately north of San Carpoforo Creek. After winding up the steep hillsides of the previous landscape unit, the road levels off on a high plateau with steep hillsides on either side. Much of the road is enclosed by mountains and trees, which limit ocean views and result in a vividness rating of low overall. Views open up again on the north side of the landscape unit, by the Ragged Point Inn. The prominent features at the northern end of this landscape unit are the large rocks and many smaller rock formations in the ocean just off the point. Elevation is at approximately 91.4 meters (300 feet). The location of this landscape unit is shown on Map 1 in Appendix A.

Cypress and Monterey pine forests dominate the landscape immediately adjacent to the roadway at both the north and south ends of this landscape unit. In the middle, there is a small section of coastal scrub vegetation, which affords broader views of the coast and a more natural aesthetic than other parts of this landscape unit. Near the Ragged Point Inn, forested ravines and creeks that empty into the ocean begin to appear. A short stroll to an overlook behind Ragged Point Inn reveals not only the cliff-bound shoreline but also the Black Swift Falls waterfall cascading over the tops of the cliffs and landing on a

small sand beach below. Salmon Cone, a prominent rock formation, can be seen in the distance.

There are many man-made features within this landscape unit including houses, driveways, fences, mailboxes and signage that detract from the visual quality and result in medium intactness and unity ratings. A major disruption in the natural landscape is the Ragged Point Inn, which includes a hotel, restaurant and gas station. The Inn is a rather large development on the southbound side of the road and is a very popular tourist stop for travelers in both directions. Even though the Ragged Point Inn is considered by many to detract from the natural beauty of the landscape, it is a well-known landmark and a respite for travelers and as such is considered an intrinsic feature to this part of the coast (see description below).

Within this landscape unit the surveyors identified one view location and one intrinsic feature. The visual quality ratings of this landscape unit are as follows:

Visual Quality	**Ratings**
Vividness	Low
Intactness	Medium
Unity	Medium
Visual Dominance of the Coast Highway	Co-dominant

III.1.2.VL1 Ragged Point

(SLO-1-72.5)

View from the informal Ragged Point view location looking southwest toward Ragged Point.

The Ragged Point view location is one of the few locations within this viewshed where it is safe and convenient to pull off the roadway. This view location is an informal pull-off and parking area with sweeping views of the Pacific Ocean, the beach at the mouth of San Carpoforo Creek, and the rocks of Ragged Point, all of which give it a high vividness rating. There are few improvements at this view location other than some tree removal

that appears to have been done to improve the vista. (See Map 1 in Appendix A for location)

A couple of features detract from the view at this location and result in medium intactness and unity ratings. Dead and dying eucalyptus trees and the stumps that remain from prior tree removal detract from the immediate foreground of this view location. There are also signs of the intensity of human use of this location such as litter, soil compaction and little ground vegetation.

From this view location the highway is inevident because immediately adjacent to the view location the roadway is shielded from view by trees and the roadway is not visible in the distant view.

The visual quality and viewer exposure ratings of this view location are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	Medium
Unity	Medium
Visual Dominance of the Coast Highway	Inevident

Viewer Exposure	
Angle	Ideal
Distance	Intermediate/distant
Position	Above

III.1.2.IF1 Ragged Point Inn

(SLO-1-72.9)

View of Ragged Point Inn main building and restaurant from Highway 1.

The Ragged Point Inn sits atop a flat coastal bluff at the northern end of this viewshed. A steep forested ravine and creek form the northern boundary of the Inn. The Inn is known as a tourist destination that marks both the start of the Big Sur Coast for travelers heading north and the end of the Big Sur Coast for travelers heading south. While it may be considered a detractor to the natural landscape, it provides a unique opportunity for travelers to safely pull off the road, get something to eat and get out of their cars to enjoy

the local scenery or take one of the steep walks to the private beach below. The location of this feature is shown on Map 1 in Appendix A.

The Inn consists of six one- and two-story wooden buildings, a hotel, restaurant, parking lot and gas station. The grounds are landscaped with native and non-native plants and there is a large expanse of lawn between the restaurant and inn.

Because of the Inn's location, size and architecture it received a high vividness rating. These same features result in low unity with the surrounding landscape. Intactness is considered medium because the Inn utilizes natural building materials and colors in an attempt to blend with the surrounding landscape.

The visual quality ratings of this intrinsic feature are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	Medium
Unity	Low
Visual Dominance of Feature	Dominant

III.2 GORDA COAST

(SLO-1-73.0/MON-1-11.4)

View in the southbound direction near Salmon Creek.

View in the northbound direction near Alder Creek.

The namesake of the Gorda Coast Viewshed is the small coastal roadside town of Gorda at the northern end of this viewshed. The area, although named after the small town, encompasses a wide variety of scenic features including dramatic waterfalls, intimate natural springs, crashing ocean waves, and rugged and rocky shoreline.

The section of roadway between the Ragged Point Inn and Cape San Martin typifies the southern Big Sur coast. The road winds amongst forested canyons lined with eucalyptus and Monterey pine trees and then abruptly gains elevation into more mountainous terrain. The roadway's higher elevation offers sweeping views of the Pacific Ocean, while the lower elevations offer more intimate views. Areas of barren hillsides dot the landscape where landslides have taken place as a result of the powerful winter storms that affect this part of the coast. The signs of past road washouts and subsequent repair are obvious throughout this viewshed. The location of this viewshed is shown on Maps 1, 2 and 3 in Appendix A.

The contributing features that define this viewshed are the uniqueness of the winding road and the dramatic variations in its elevation. In some of the canyons and ravines, waterfalls can be seen emptying over the rocky cliffs into the shallow pools below. The higher elevations offer panoramic views of the Pacific Ocean and of the rocky coastline.

The features that detract from the scenic quality of this viewshed are mostly man-made, such as signage, metal guardrails, and barbed wire fences. Pampas grass, an invasive non-native vegetative species, has taken over large hillside areas, especially where landslides have occurred. Nonetheless, these elements do not substantially detract from the viewshed's overall visual quality, which is considered high.

This viewshed was identified by participants at the Scenic Workshop as the "Gorda Coast" corridor section. The boundaries of this viewshed as defined by Workshop participants begin at the Monterey County line and end at Willow Creek. This area includes most of Viewshed 1 and a small portion of Viewshed 2 as defined in this report. The narrow, winding road, and the beautiful mountain views were noted as significant intrinsic features within this corridor section. Detractors included invasive plant species, such as pampas grass and fennel, and evidence of road repairs and preventative measures due to constant landslide activity.

This scenic viewshed includes three distinct landscape units, three view locations and three intrinsic features. The visual quality ratings of this viewshed are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Subordinate

III.2.1 Salmon Creek Landscape Unit

(SLO-1-73.0/MON-1-7.0)

View in the southbound direction of coastal sage scrub and chaparral, which is typical along the higher elevations of this landscape unit.

This landscape unit is considered high in scenic quality because it typifies the southern Big Sur coast and is unique in its landscapes and views. The roadway is characterized by abrupt elevation gains and losses and moves in and out of steep ravines as it winds along the coast. The higher elevations provide sweeping ocean views. This basic aesthetic occurs for more than seven miles, resulting in a high vividness rating for the longest landscape unit in the inventory. This landscape unit was named after Salmon Creek Falls (located at MON-1-2.2), the breathtaking waterfall that attracts tourists and hikers alike, especially during the spring when run-off is at its peak. Another locally known feature is Salmon Cone (located at MON-1-2.8), which is a prominent rock formation along this stretch of the Coast Highway. The location of this landscape unit is shown on Maps 1 and 2 in Appendix A.

The vegetation changes with elevation. Coastal sage scrub and chaparral are dominant along the road and hillsides in many areas, while the eucalyptus and Monterey pine ecosystems become more dominant in the ravine areas.

Although the scenic quality is high, some features detract from the scenic quality of this landscape unit. These include residences, barbed wire fences and metal guardrails. In many of the roadside pullouts, large boulders have been placed around the edges of the pullouts to mark the edge of the view location. However these elements do not substantially detract from the overall high unity and intactness of this landscape unit.

There are three view locations and two intrinsic features within this landscape unit. The visual quality ratings of this landscape unit are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Co-dominant

III.2.1.VL1 Salmon Creek

(MON-1-2.2)

View in the southbound direction of the Salmon Creek view location pullout. Lush vegetation and Salmon Creek falls are visible in the background.

The Salmon Creek view location is an informal dirt pullout on the northbound (eastern) side of the Coast Highway, located approximately 90 meters (300 feet) south of the Salmon Creek Ranger Station. This pullout is located along a large hairpin turn. It offers a view of Salmon Creek Falls and the lush streamside vegetation within the small river canyon along Salmon Creek. The location of this feature is shown on Maps 1 in Appendix A.

There are a number of hiking trails and campsites within the Salmon Creek area. As a result, this pullout is used not only by motorists, but also by hikers.

The visual quality of this viewpoint is high because there are no visible houses or signs of residences in the area, except for the Salmon Creek Ranger Station. There are very few detractors to this view location, but the ones that do exist include metal guardrails and signage for trails and roadways. Salmon Creek Falls can be seen from this view location.

The visual quality and viewer exposure ratings of this view location are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Subordinate

Viewer Exposure	
Angle	Acute
Distance	Intermediate/near
Position	Below

III.2.1.VL2 South Coast

(MON-1-4.65)

South Coast view location looking north. The knoll , referred to as “Radio Point” is a remnant of the original landform that was isolated by the highway.

The South Coast view location is a fairly large pullout on the southbound (western) side of the road. There is a small hill that separates the pullout from the highway that makes it feel somewhat private and protected. This view location offers a 180-degree view of the Pacific Ocean, and the kelp beds below provide a highly vivid setting. The location of this feature is shown on Map 2 in Appendix A.

The features that detract from the views at this location are those that relate to past roadway work such as rubble, berms and debris from old landslides. There are also large boulders that have been placed to define the edge of the cliff. These elements around the view location detract from the overall visual quality and account for the medium intactness and unity ratings.

The visual quality and viewer exposure ratings of this view location are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	Medium
Unity	Medium
Visual Dominance of the Coast Highway	Co-dominant

Viewer Exposure	
Angle	Ideal
Distance	Distant
Position	Above

III.2.1.IF1 Salmon Creek Waterfall

(MON-1-2.2)

View from Highway 1 looking northwest towards the cascading waters of Salmon Creek Waterfall.

Salmon Creek Waterfall is one of the most scenic waterfalls along the Big Sur Coast. The waterfall attracts tourists and hikers alike, especially during the spring when run-off is at its peak. Salmon Creek meanders through lush streamside vegetation and seasonal wildflowers. The location of this feature is shown on Map 1 in Appendix A.

The waterfall spills over a steep, rocky cliff, which is typical of the surrounding topography. The bottom of the ravine is lush with vegetation that begins to thin as the elevation climbs. Willow, California buckeye, Bay laurel and coastal sage scrub are found within the waterfall area. The natural setting and dramatic waterfall give this intrinsic feature its high vividness rating.

The only obvious structure or manmade characteristic in the vicinity is the metal guardrail along the roadside. The lack of detracting features and elements provides a highly intact and unified aesthetic and contributes to this feature's high visual quality overall.

The visual quality ratings of this Intrinsic Feature are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of Feature	Co-dominant

III.2.1.IF1 Soda Spring

(MON-1-3.9)

Soda Spring from Highway 1.The rock walls and small waterfall are located along the northbound side of the Highway.

There are several small parks and water fountains located along this stretch of the Coast Highway, which date back to the construction of the Coast Highway. These areas are not often maintained and show signs of deterioration and neglect. This particular fountain is on the northbound (eastern) side of the Coast Highway and is a small area with a rock wall surrounding a small waterfall. Just next to the waterfall are a pipe and

spigot that feed fresh, cold, drinking water from an underground spring. While this particular water fountain is quite pretty, it provides a more intimate setting and medium vividness. The location of this feature is shown on Maps 1 and 2 in Appendix A.

The topography is a steep hillside, surrounded by coastal sage scrub and non-native grasses. The only man-made features are the rock wall, foundation, and the metal piping. Although no signage or information is present in the area to explain its history or importance, the scenic quality of the waterfall and architectural treatment of the fountain provide a historical aesthetic to this portion of the Coast Highway. The fountain is an example of a man-made feature that blends with the surrounding environment. The rock material and design of the fountain, while clearly man-made, are not major detractions from the overall visual quality and result in a setting that exhibits medium intactness and unity.

The visual quality ratings of this intrinsic feature are as follows:

Visual Quality	**Ratings**
Vividness	Medium
Intactness	Medium
Unity	Medium
Visual Dominance of Feature	Co-dominant

III.2.1.IF3 Redwood Gulch

(MON-1-5.6)

View in the southbound direction of the dense redwood stand at Redwood Gulch.

Redwood Gulch, a densely forested ravine, is the most significant southernmost natural grove of redwood trees in the world. This grove of trees is quite memorable because it

stands amidst the low coastal scrub growing on the higher mountain walls. The tall redwoods are a unique visual image along this portion of the coast, drawing the attention of the traveler away from the coastal views. The location of this feature is shown on Map 2 in Appendix A.

The visual quality ratings of this intrinsic feature are as follows:

Visual Quality	**Ratings**
Vividness	Medium
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Subordinate

III.2.2 Alder Creek: Landscape Unit

(MON-1-7.0/9.9)

View of Highway 1 from the pullout near Alder Creek. Views of the rocky shoreline and crashing waves are typical along this landscape unit.

This landscape unit is steep and mountainous. Mountains rise abruptly to the east and cliffs drop dramatically to the west, allowing for striking ocean views that give this landscape unit a high vividness rating. The roadway varies in elevation from 30 meters (100 feet) to over 91 meters (300 feet) in some areas. The location of this landscape unit is shown on Map 2 and 3 in Appendix A.

Many landslides and road washouts have occurred within this landscape unit over the years and pampas grass grows abundantly on the hillsides. The abundance of this non-native plant detracts from the intactness and unity of the landscape unit's elements. Road repairs and crib walls are also common visual features that detract from the landscape unit's unity and intactness.

Man-made structures in the area that detract from the overall scenic quality include driveways, gates, stone guardrails, power poles, and road signage. Road cuts are also visible on the distant hillsides and debris from past landslides has been used to create berms along the roadway edge.

One major view location lies along this stretch of highway. The visual quality ratings of this landscape unit are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	Medium
Unity	Medium
Visual Dominance of the Coast Highway	Co-dominant

III.2.2.VL1 Alder Creek

(MON-1-8.5)

View of the Alder Creek view location looking south towards Alder Creek beach.

Alder Creek is a large, paved view location that provides the southbound traveler with panoramic views of Alder Creek Beach and the distant Coast Highway as it winds up the steep hillsides to Villa Creek Bridge. The location of this view is shown on Map 2 in Appendix A.

A broad and vivid range of views is provided from this view location, however the visual quality is medium because of the power poles, road signs and landslide rubble present in the area.

The visual quality and viewer exposure ratings of this view location are as follows:

Visual Quality	**Ratings**
Vividness	Medium
Intactness	Medium
Unity	Medium
Visual Dominance of the Coast Highway	Co-dominant

Viewer Exposure	
Angle	Acute
Distance	Near/intermediate/distant
Position	Above

III.2.3 Gorda Landscape Unit

(MON-1-9.9/11.4)

View in the southbound direction along Highway 1 depicting the rolling hills that are typical near Gorda.

As the road passes through the Gorda area, the terrain becomes less mountainous. The highway opens up to wider spaces and rolling hills to the east, which in the springtime are a sea of greenery. To the west, steep cliffs drop to the ocean, offering sweeping 180-degree views up and down the coast. These sweeping views provide a highly vivid setting. The location of this landscape unit is shown on Map 3 in Appendix A.

Coastal sage scrub is the dominant vegetation in this area, however, the road winds in and out of eucalyptus groves and Monterey pine forests. Pampas grass lines the

roadway and the hillsides in some areas. Most of the developed areas along this stretch have been landscaped with native and non-native plants.

The small roadside town of Gorda is on the northbound (eastern) side of the highway. This unique little town is a stop for travelers and locals alike. Directly north is a Caltrans maintenance station, which includes approximately eight buildings. The maintenance station is shielded by landscaping along Highway 1 making it less noticeable to travelers. These man-made structures detract from the landscape unit's intactness and unity.

One view location and one intrinsic feature were identified within this landscape unit. The visual quality ratings of this landscape unit are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	Medium
Unity	Medium
Visual Dominance of the Coast Highway	Co-dominant

III.2.3.VL1 Cape San Martin Overlook

(MON-1-11.35)

View of the large gravel pullout at the Cape San Martin Overlook.

Cape San Martin, San Martin Rock and the rugged coast and bay are the primary scenic resources to the northwest from this view location. This view location also provides vistas of many miles in both directions making this a highly vivid view location. The location of this feature is shown on Map 3 in Appendix A.

This view location consists of a large gravel turnout with Monterey pines skirting the edges. The trees give this turnout a feeling of uniqueness and protection, however, they also obstruct some of the view when looking to the south. The trees do not create any

obstruction of the views to the north, which is the primary direction of viewing. Metal guardrails are the only other detractors at this view location. The absence of detracting features results in a view and setting exhibiting a high level of intactness and unity.

The visual quality and viewer exposure ratings of this view location are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Co-dominant

Viewer Exposure	
Angle	Ideal
Distance	Intermediate/distant
Position	Above

III.2.3.IF1 Gorda

(MON-1-10.2)

View in the southbound direction of the quaint seaside town of Gorda.

Gorda is a small roadside town consisting of a lodge, restaurant, store, gas station and parking lot. Many travelers driving the Big Sur coast stop here for amenities. Gorda is an isolated town with long stretches of sparsely populated areas to both the north and south, and is considered an intrinsic scenic feature because of its architecture and location. As such, Gorda provides a unique and distinct scenic change from the more natural aesthetic character, which occurs for miles in either direction. The location of this feature is shown on Map 3 in Appendix A.

The visual quality of this intrinsic feature overall is medium. Gorda presents a unique, but not dramatic, visual image along the coast, resulting in a medium vividness rating. The architecture of the town is quaint and tends to fit with the broader coastal aesthetic, however, commercial signage and parking areas detract from the landscape resulting in medium intactness and unity ratings.

The visual quality ratings of this intrinsic feature are as follows:

Visual Quality	**Ratings**
Vividness	Medium
Intactness	Medium
Unity	Medium
Visual Dominance of the Coast Highway	Co-dominant

III.3 LUCIA COAST

(MON-1-11.4/24.7)

View from Highway 1 looking south at Cape San Martin.

View from Highway 1 looking north at the rocky coastline near Willow Creek.

This viewshed is named after the small coastal town of Lucia. However the more typical aesthetic is rugged coastlines and untouched natural hillsides. This viewshed represents another excellent example of the rugged and rural southern Big Sur coast. Signs of human development are relatively limited along this portion of the coast with the isolated outpost of Lucia being the most notable town. Highway 1, however, is the most visible sign man's presence along this rugged coast.

The southern part of this approximately 12-mile-long viewshed, is characterized primarily by the flat coastal bluffs around Pacific Valley. The viewshed also contains a number of pretty beaches, coves and campsites. In good weather, the hills to the east and above Pacific Valley, which are visible for many miles, are a popular hang-gliding area. This broad variety of views and landscapes is what gives this viewshed its high visual quality rating overall. The location of this viewshed is shown on Maps 3, 4, 5 and 6 in Appendix A.

Many of the important scenic resources in this viewshed are located within public lands managed by the U.S. Forest Service. Developed areas include Kirk Creek Campground at the foot of scenic Nacimiento-Fergusson Road, and Limekiln State Park at the foot of Cone Peak. Near the more rugged northern end of this viewshed is the town of Lucia with its restaurant, store and lantern-lit cabins.

The features that most detract from the scenic quality of this viewshed are the pampas grass (which has overrun many locations), buildings, campgrounds and power poles that run along this stretch of highway.

Participants at the Scenic Workshop identified two distinct corridor sections within Viewshed 3 as defined in this report. The southern half of this viewshed was identified as "the Pacific Valley" corridor section. The boundaries of this corridor section begin at Willow Creek and end at Wild Cattle Creek. Participants commented that there was reasonably good vegetation management in this area and very little development. Detractors included invasive plant species, such as pampas grass, and road repairs due to constant landslide activity.

The northern half of this viewshed was identified by Workshop participants as the "Lucia Coast" corridor section. The boundaries of this area begin at Wild Cattle Creek and end at Lucia. Participants commented that within this area there are good bridges and little development other than the town of Lucia. Detractors included signage and structures near to the town, invasive plant species, and road repairs due to constant landslide activity.

This scenic viewshed includes nine landscape units, four view locations and six intrinsic features. The visual quality ratings of this viewshed are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Co-dominant

III.3.1 Cape San Martin Landscape Unit

(MON-1-11.4/12.1)

View looking south towards Cape San Martin, where Highway 1 winds through areas of extensive landslides.

The scenic quality of this landscape unit is dominated by landslides and road washouts. In many areas, although well traveled, the road appears to be continually under repair. The views to the west are dramatic, but the hills to the east are largely barren, with only pampas grass growing on the scarred hillsides. Drops and gains in elevation are common to this section of roadway. Coastal sage scrub grows up high in areas free of landslides. The dramatic views of the ocean and scarred hillsides create a highly memorable and vivid landscape. The location of this landscape unit is shown on Map 3 in Appendix A.

In addition to the landslides and road repairs, rubble and berms have been placed along the western side of the road through much of this landscape unit. This detracts from the natural elements of the landscape and combined with the scarred hillsides, results in a landscape with medium intactness and unity.

There are one view location and one intrinsic feature within this landscape unit. The visual quality ratings of this landscape unit are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	Medium
Unity	Medium
Visual Dominance of the Coast Highway	Co-dominant

III.3.1.VL1 Willow Creek Picnic Ground

(MON-1-11.8)

View from the Highway1 looking north towards the Willow Creek Picnic Ground.

Willow Creek Picnic Ground is a nice stopping point for travelers along the Coast Highway to take a break, look at the view, and watch the occasional surfer. There is a paved turnout along the road, and a parking lot and picnic area below. The location of this view is shown on Map 3 in Appendix A.

The visual quality of this view location is high because it affords close-up and intermediate views of small coves and inlets, kelp beds, the rocky coastline, and the

Pacific Ocean. Visual elements such as signage and large boulders around the parking area are minor detractors from the overall visual quality of this view location.

The visual quality and viewer exposure ratings of this view location are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Co-dominant

Viewer Exposure	
Angle	Ideal
Distance	Near/intermediate/distant
Position	Above

III.3.1.IF1 Cape San Martin

(MON-1-11.5)

View from Highway 1 looking south at the distinctive rock formations of Cape San Martin.

Cape San Martin, easily seen from the Coast Highway, was identified as an intrinsic feature because of its unique and dramatic visual qualities. A large rock sits just off the tip of the Cape, forming a dramatic aesthetic. Several smaller rock formations lie to the west of the Cape. There is also a small cove at the south end of the beach in this area. All of these features combine to create a vivid natural setting unique to the Big Sur Coast. There are, however, many places along the roadside where rubble has been piled from old landslides and non-native pampas grass dominates the vegetation, detracting from the landscape's intactness and unity. The location of this feature is shown on Map 3 in Appendix A.

The visual quality ratings of this intrinsic feature are as follows:

Visual Quality	Ratings
Vividness	High
Intactness	Medium
Unity	Medium
Visual Dominance of Feature	Dominant

III.3.2 Willow Creek Landscape Unit

(MON-1-12.1/13.2)

View from Highway 1 looking north at the many miles of rocky shoreline around Willow Creek.

Steep, rocky hillsides characterize this landscape unit. There are areas where small landslides have scarred the mountainsides but not as dramatically as in the Cape San Martin Landscape Unit. Steep cliffs drop to the ocean, providing striking views of the Pacific Ocean and the rocky coastline below, which gives this landscape unit its unique character and overall high visual quality. The location of this landscape unit is shown on Map 3 in Appendix A.

Although the Coast Highway passes through occasional eucalyptus groves and Monterey pine forests, coastal scrub is the dominant vegetation along this section of highway. Pampas grass lines the roadway and the hillsides in some areas.

Some of the elements that detract from the visual quality of this landscape unit are the many dirt roads that have been constructed in the hills to the east and driveways that connect to the Coast Highway. There are also residences visible intermittently along the sides of the roadway.

No significant view locations were identified in this landscape unit, however one intrinsic feature was identified. The visual quality ratings of this landscape unit are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Co-dominant

III.3.2.IF1 Willow Creek Fountain

(MON-1-12.25)

This view of Willow Creek Fountain shows the masonry details that date from the construction of the Highway 1.

Willow Creek Fountain is a unique feature along the Coast Highway. There are stone walls and stairs making up the periphery. A large boulder and trickling waterfall are the primary scenic qualities of this feature. This site is considered an intrinsic scenic feature for the Coast Highway because the large boulder, rock wall and stairs provide a historic architectural aesthetic. The location of this feature is shown on Map 3 in Appendix A.

The area surrounding the park is steep and mountainous, with landslides to either side. Coastal scrub and pampas grass are the dominant types of vegetation.

Given the lack of maintenance and immediate proximity to the roadway, the overall visual quality of this site is considered medium to low. The visual quality ratings of this intrinsic feature are as follows:

Visual Quality	**Ratings**
Vividness	Medium
Intactness	Medium
Unity	Medium
Visual Dominance of the Feature	Co-dominant

III.3.3 Pacific Valley Landscape Unit

(MON-1-13.2/16.45)

View from Highway 1 looking south in Pacific Valley with the rocky coastline visible in the distance.

The scenic character of this landscape unit is dominated by low coastal bluffs, cliffs and agricultural uses. Flat grassy plains expand seaward and drop off to the ocean approximately 23 meters (75 feet) below. On the northbound (eastern) side of the Coast Highway, there are rolling hills and several opportunities for close-up views of the rocky coastline on the southbound (western) side. The location of this landscape unit is shown on Map 3 and 4 in Appendix A.

Low coastal scrub is dominant on the northbound (eastern) side of the highway, while grazing lands are dominant on the western side.

The overall visual quality of this landscape unit is medium because of the many man-made features and buildings along this stretch of road. The Pacific Valley Store (site), which was located in the middle of this landscape unit, was once a regular stop for travelers, however, it burned several years ago and now all that remains are some buildings and foundation remnants. Plaskett Creek campground and the paved parking lot for Sand Dollar Beach are other man-made features that are visible from the roadway. Pacific Valley School is located across the highway from the Plaskett Creek campground. The Pacific Valley Ranger Station is also located in the landscape unit. A unique man-made visual element in this landscape unit is the numerous v-shaped ladders that provide coastal access over barbed wire cattle fences in Pacific Valley. Many of these man-made features do not detract from the scenic quality of the landscape unit, but support the rural agricultural character of this area.

Visual elements that detract from the scenic quality of this landscape unit include power poles and signage common to this stretch of highway.

One view location and one intrinsic feature are located in this landscape unit. The visual quality ratings of this landscape unit are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Dominant

III.3.3.VL1 Pacific Valley Marine Terrace

(MON-1-16.0)

View of the pullout along the southbound roadway that provides excellent views of the Pacific Valley marine terrace.

This view location consists of a long dirt pullout atop the flat coastal bluffs of Pacific Valley marine terrace. Because the vegetation in this area is low lying and there are long distance views from the roadway, the traveler is uniquely aware of the significant viewing opportunities available in this area. This is especially true for southbound travelers. In this direction, it is clearly evident that this location provides highly vivid, close-up and intermediate views of the Pacific Ocean, Pacific Valley marine terrace, Plaskett Rock and other offshore rock formations.

Detractions such as power poles do not substantially affect the intactness or unity of the visual elements within view. The location of this view location is shown on Map 3 in Appendix A.

The visual quality and viewer exposure ratings of this view location are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Subordinate

Viewer Exposure	
Angle	Acute
Distance	Near/intermediate
Position	Above

III.3.3.IF1 Plaskett Rock/Sand Dollar Beach

(MON-1-14.6)

Looking southeast from Highway 1, Plaskett Rock is a dominant feature just off the coast.

Sand Dollar Beach and Plaskett Rock are considered intrinsic scenic features because they represent the classic scenic elements of the Big Sur Coast. Sand Dollar Beach is a long crescent-shaped, white, sandy beach that is protected from the wind by the flat coastal bluffs above. Plaskett Rock is a large round rock formation that sits just off of Sand Dollar Beach to the south. There are few signs of human presence to detract from the beauty of the natural environment and the dramatic meeting of land and ocean in this area. These beautiful but rugged and secluded scenic features typify the Big Sur aesthetic. The location of this feature is shown on Map 3 in Appendix A.

The visual quality ratings of this intrinsic feature are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of Feature	Co-dominant

III.3.4 Wild Cattle Creek Landscape Unit

(MON-1-16.45/18.45)

View looking north along Highway 1 depicting the steep hillsides near Wild Cattle Creek.

This landscape unit is characterized by steep, rocky hillsides. The steep cliffs on the southbound (western) side of the roadway drop to the ocean revealing uninterrupted, striking views of the Pacific Ocean and the rocky coastline below. Tall mountainsides

dominate the northbound (eastern) side of the road. This dramatic topography is the primary feature, creating the high visual quality rating for this landscape unit overall. The location of this landscape unit is shown on Map 4 in Appendix A.

Vegetation within this landscape unit is primarily coastal scrub. Smaller amounts of pampas grass line the roadway and the hillsides in some areas along this section, to some extent detracting from the larger scenic qualities. Other elements that detract from the scenic quality of this landscape unit are roadside signage and metal guardrails; road cuts in the distant hills are also common.

The Coast Highway is co-dominant in the landscape because of the lack of other man-made development, generally low lying vegetation and long viewing lengths both southward and northward along the coast.

No view locations or intrinsic features were identified in this landscape unit. The visual quality ratings of this landscape unit are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Co-dominant

III.3.5 Kirk Creek Landscape Unit

(MON-1-18.45/19.0)

View looking north along Highway 1 of one of the two bridges that cross deep, forested canyons in the Kirk Creek area.

This is a small landscape unit defined by two forested river canyons (one at each end of the unit) and rolling hills. A bridge crosses each creek, which acts as an approximate

starting and ending point for this landscape unit. The visual quality of this landscape unit is considered medium to high because of several man-made features that detract from the natural landscape. The location of this landscape unit is shown on Map 4 in Appendix A.

This stretch of highway is at a low elevation, of approximately 30 meters (100 feet) and close to the ocean. There are two State Parks within this landscape unit with man-made facilities that detract somewhat from the natural scenic qualities. Both of the parks, Mill Creek and Kirk Creek, are located west of the Coast Highway and provide picnic areas and overnight camping. Metal guardrails, signage and road cuts also detract somewhat from the scenic quality. Nacimiento-Ferguson Road is visible on the hillside to the east.

The vegetation of this landscape unit is dominated by thick, coastal chaparral and sage scrub, which covers most of the hillsides. Redwood forests and riparian vegetation dominate the two river canyons.

There is one view location within this landscape unit. The visual quality ratings of this landscape unit are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	Medium
Visual Dominance of the Coast Highway	Co-dominant

III.3.5.VL1 Mill Creek

(MON-1-18.65)

View of the Mill Creek pullout looking south showing the Monterey pines that line the edge of this view location.

This view location consists of a dirt pullout with Monterey pine trees growing along the coastal edge. The Monterey pines give this view location a unique visual quality and sense of protection, however, the trees obstruct some of the view especially in the southward direction, and thus reduce the vividness of the view. The location of this view is shown on Map 4 in Appendix A.

This view location affords close-up and intermediate views of small coves and inlets, kelp beds, rocky coastline, and the Pacific Ocean. Visual elements such as road cuts, metal guardrails, and pampas grass detract from the intactness and unity of the view.

The visual quality and viewer exposure ratings of this view location are as follows:

Visual Quality	**Ratings**
Vividness	Medium
Intactness	Medium
Unity	Medium
Visual Dominance of the Coast Highway	Co-dominant

Viewer Exposure	
Angle	Ideal
Distance	Near/intermediate
Position	Above

III.3.6 South Rockland Landscape Unit

(MON-1-19.0/20.9)

View looking north along Highway 1, showing the pampas grass that lines this section of highway.

The South Rockland Landscape Unit is characterized by steep cliffs on the southward (western) side, which drop to the rocky coastline and ocean below. These dramatic drops afford striking views of the Pacific Ocean and the shoreline. To the east, this landscape unit is bordered by tall mountains. Because of the dramatic views and little evidence of man-made development, the visual quality of this landscape unit is considered to be high. The location of this landscape unit is shown on Maps 4 and 5 in Appendix A.

The vegetation of this landscape unit is dominated by coastal scrub with pampas grass lining the roadway and the hillsides in some areas.

The primary scenic detractions in this landscape unit are the metal guardrails and road cuts along the highway.

No significant view locations were identified in this landscape unit, however one intrinsic feature was identified. The visual quality ratings of this landscape unit are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Co-dominant

III.3.6.IF1 Lucia Fountain

(MON-1-20.4)

View of the pullout at the Lucia Fountain. One of the small stone walls is visible, along with the abundant pampas grass that grows in this area.

Lucia Fountain is another interesting feature along the Coast Highway. There are stone walls and stairs marking the periphery of the site. One stone wall frames a small waterfall that trickles off the mountain side. Even though this feature is on the northbound (eastern) side of the highway, there are nice views of the ocean and Rockland Landing to the west. The level of maintenance of this feature and the massive amounts of pampas grass in the immediate area results in medium vividness. However, the masonry work, the intimate nature of this features, the waterfall and views to the ocean across the highway all combine to create an consistent aesthetic that results in high intactness and unity ratings. As with the other small fountain areas along the Coast Highway, this is considered an intrinsic scenic feature because it provides a historical aesthetic to this portion of the road. The location of this feature is shown on Maps 4 and 5 in Appendix A.

The visual quality ratings of this intrinsic feature are as follows:

Visual Quality	**Ratings**
Vividness	Medium
Intactness	High
Unity	High
Visual Dominance of Feature	Subordinate

III.3.7 Rain Rocks Landscape Unit

(MON-1-20.9/22.1)

View looking north from Highway 1 depicting the barren hillsides that are common in this landscape unit.

This landscape unit is known for the large landslides and road washouts that have occurred in this area. Chain link netting has been installed over much of the cliff to prevent rocks and debris from falling onto the highway. In many areas, although well traveled, the road is still under repair. The views of the ocean and rocky beaches to the west are dramatic, but the hills to the east are barren with only pampas grass growing on the scarred hillsides. Coastal sage scrub grows up high in areas free from landslides. Rubble and berms have been placed along much of the southbound roadside. The dramatic views combined with the scared hillsides and extensive rockfall protection create a strikingly vivid aesthetic. These same features, however, are in great contrast to the natural setting, resulting in low intactness and unity. The location of this landscape unit is shown on Map 5 in Appendix A.

No view locations were identified in this landscape unit, however, two intrinsic features were identified. The visual quality ratings of this landscape unit are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	Low
Unity	Low
Visual Dominance of the Coast Highway	Co-dominant

III.3.7.IF1 Limekiln State Park/ Rockland Landing

(MON-1-21.0)

View looking north from Highway 1 at the entrance to Limekiln State Park. The steep and mountainous terrain of the park is visible in the background.

Limekiln State Park/ Rockland Landing (which is now abandoned) is located where the Coast Highway spans across the outlet of Limekiln Creek. Limekiln State Park encompasses the forested river canyon of Limekiln Creek and is managed by California State Parks. Remains of kilns and four stone-and-steel furnaces are left from when lime was manufactured, processed and exported from this area. Redwood trees thrive in this area and there is a small, sandy beach and cove created by the creek. The area surrounding the park is steep and mountainous. This is the site of the steepest coastal slope in the nation , rising from sea level to over 5,000 feet at Cone Peek. Coastal scrub and pampas grass are the dominant types of vegetation. The location of this feature is shown on Map 5 in Appendix A.

Limekiln State Park/Rockland Landing is identified as an intrinsic scenic feature because of the variety of its visual elements, which range from redwoods and steep ravines to sandy beach and rocky coves. This feature is a well-known landmark for locals and is a popular camping area. Nonetheless, the presence of man-made structures and improvements at the park detract somewhat from the natural scenic qualities of the area.

The visual quality ratings of this intrinsic feature are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	Medium
Unity	Medium
Visual Dominance of the Coast Highway	Subordinate

II.3.7.IF2 Rain Rocks

(MON-1-21.4)

View looking south from Highway 1 at the scarred hillside of Rain Rocks.

This intrinsic feature is an interesting and prominent rock formation on the northbound side of the Coast Highway. Steep cliffs drop to the ocean and the hillside is scarred by continuous landslide activity. Chain link netting has been installed over much of the cliff to prevent rocks and debris from falling onto the highway. While the intactness and unity of these elements are low, it is this mixture of natural and man-made elements (rocks, cliffs, chain link netting and landslides) that makes this area memorable to the traveler. The location of this feature is shown on Map 5 in Appendix A.

Because of the continuous and necessary road work in the area, Rain Rocks is considered to be low in intactness and unity and only medium in vividness.

The visual quality ratings of this intrinsic feature are as follows:

Visual Quality	**Ratings**
Vividness	Medium
Intactness	Low
Unity	Low
Visual Dominance of the Coast Highway	Dominate

III.3.8 Lucia Landscape Unit

(MON-1-22.1/23.4)

View looking south along Highway 1 near Lucia showing one of the many locations where vegetation along the roadside obscures views of the coast.

This landscape unit is characterized by rolling hills and open terrain with steep cliffs and drops to the Pacific Ocean in some locations. There are also locations in this landscape unit where views from the roadway are very limited by vegetation and topography. The location of this landscape unit is shown on Map 5 in Appendix A.

Many different types of vegetation prevail along this stretch. Coastal sage scrub and chaparral grow in the more open exposed areas. Willow and other riparian vegetation grows in the creek areas. Redwood trees and Monterey pine grow in protected pockets. Many types of landscape plants and trees grow around the developed areas.

The small roadside town of Lucia is on the southbound (western) side of the Coast Highway. This town is a stop for travelers and locals alike. Lucia has a restaurant and lantern-lit cabins. High on a hill just south of Lucia, marked by a black cross, is the New Camaldoli Hermitage, a silent retreat.

The mix of scenic qualities described above - rolling hills, steep cliffs, restricted views, and the town of Lucia - combine to create an interesting and memorable scenic experience, which translates to medium to high vividness. Some of these same features, however, (primarily the town of Lucia and the Hermitage) detract from the natural intactness and unity of the landscape.

One view location and one intrinsic feature were identified within this landscape unit. The visual quality ratings of this landscape unit are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	Medium
Unity	Medium
Visual Dominance of the Coast Highway	Co-dominant

III.3.8.VL1 Lucia

(MON-1-23.0)

View looking south from Highway 1 the at the paved pullout at Lucia. Sweeping views of the mountains and coastline are afforded travelers that stop at this view location.

This view location is a paved pullout with painted parking spaces. It is part of the parking area for the Lucia store and restaurant. The pullout offers sweeping views of the coastline and mountains to the south.

While the views are impressive, there are man-made features in the area of the pullout that detract from the view, such as power poles, signage and a graded picnic area just below the pullout. These are minor distractions and do not affect the intactness or unity of the visual elements within the view. The location of this feature is shown on Map 5 in Appendix A.

The visual quality and viewer exposure ratings of this view location are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Inevident

Viewer Exposure	
Angle	Ideal
Distance	Intermediate/distant
Position	Above

III.3.8.IF1 Lucia

(MON-1-23.0)

View from Highway 1 looking north at the isolated town of Lucia. A store and restaurant are visible in the foreground, with the cabins visible in the distance

Lucia is a small, isolated, roadside town consisting of a store, a restaurant and an intriguing row of cabins perched atop the steep coastal cliffs. Many travelers and residents stop here for amenities while traveling the Coast Highway. Lucia is considered an intrinsic feature because of its architecture and location, which provide a unique and memorable scenic change from the more natural aesthetic character of this landscape unit. The location of this feature is shown on Map 5 Appendix A.

Because of the non-native plants and signage advertising the town of Lucia, the overall visual quality is rated medium.

The visual quality ratings of this intrinsic feature are as follows:

Visual Quality	**Ratings**
Vividness	Medium
Intactness	Medium
Unity	Medium
Visual Dominance of the Coast Highway	Dominate

III.3.9 Lopez Point Landscape Unit

(MON-1-23.4/24.7)

View looking north along Highway 1 near Point Lopez.

Steep, rocky hillsides characterize this landscape unit, with steep cliffs to the ocean and tall mountains to the east. This landscape unit includes broad views of the Pacific Ocean and the rocky coastline below. Coastal scrub is the dominant vegetation along this section of highway, however, pampas grass and other intrusive non-native vegetation are prevalent along the southbound (western) edge of the roadway. Another feature of this landscape unit is the absence of residences and other man-made structures, although metal guardrails, dirt roads, and road cuts can be seen throughout this landscape unit. The dramatic drops to the ocean and broad views are the dominant features that contribute to the high visual quality of this landscape unit. The location of this landscape unit is shown on Maps 5 and 6 in Appendix A.

No view locations or intrinsic features were identified within this landscape unit. The visual quality ratings of this landscape unit are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Co-dominant

III.4 BIG CREEK COAST/CENTRAL BIG SUR COAST

(MON-1-24.7/44.3)

Looking north from Highway 1 near Big Creek. Travelers are often afforded expansive views of the coast due to the higher elevation of the road in this Viewshed.

This viewshed covers some 32 kilometers (20 miles) and is the transitional viewshed between northern Big Sur and southern Big Sur. Heading northward, the terrain of the road varies. The landscape becomes less arid and more tree-lined. Northbound travelers get relief from the barren, slide scarred hillsides, entering into a more vegetated environment, while southbound travelers enter the barren and storm-swept southern Big Sur Coast. Sometimes there are sweeping ocean views with stone guardrails, other times the road becomes enclosed by towering redwood forests. The location of this viewshed is shown on Maps 6, 7, 8 and 9 in Appendix A.

Contributing features to this section of roadway are the uniqueness of the stone guardrails along the highway and the variations in elevation. Deeply forested stream canyons can be seen intermittently on the northbound (eastern) side of the road. The higher elevations offer 180-degree views of the Pacific Ocean and of the rocky coastline, which provide this viewshed's high vividness.

Detractors are mostly man-made, such as signage, power poles and road cuts. Berms and other landslide rubble often line the southbound (western) edge of the road. There are also various businesses and residences located immediately adjacent to the roadway in some locations.

The participants at the Scenic Workshop identified three separate corridor sections within this viewshed. The first area was described as the "Big Creek Coast corridor section" which runs from Lucia to Rat Creek (about one-third of Viewshed 4 as identified

in the present study). Participants felt that this stretch of the coast was distinct because of the lack of signs (mainly roadway signs), power poles or development. The main elements that detract from the scenic quality of this stretch are invasive plant species and road repairs due to constant landslide activity.

The second area identified by Workshop participants was called the "Esalen Coast" corridor section. This area is from Rat Creek to Julia Pfeiffer Burns and covers approximately the middle one-third of Viewshed 4. Participants felt this stretch was unique because it contained more signs of development, including power poles and fences. Participants also noted that in this stretch, planted trees have grown so thickly that they obstruct views in many areas. The main detractors to this stretch's scenic qualities were identified as being pampas grass, other invasive plant species, rubble and berms along the roadside in some areas, and roadwork to repair storm damage and landslide activity.

A third area within this viewshed was identified by Workshop participants as the "Partington Coast" corridor section. This area begins at Julia Pfeiffer Burns and stretches to Deetjen's Big Sur Inn, covering the last one-third of Viewshed 4 as identified here. Participants felt that this stretch was somewhat different from the Esalen Coast area because there were additional detractors from the scenic quality. These detracting elements include signage, residential and commercial buildings, more invasive plant species, and roadwork to repair constant landslide activity.

The three areas identified by participants at the Scenic Workshop within Viewshed 4 are analyzed as individual Landscape Units in this inventory (described below).

This scenic viewshed includes three landscape units, five view locations and six intrinsic features. The visual quality ratings of this viewshed are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	Medium
Unity	Medium
Visual Dominance of the Coast Highway	Co-dominant

III.4.1 Big Creek Coast Landscape Unit

(MON-1-24.7/32.7)

Looking north from Highway 1 at the steep, rocky hillsides of the Big Creek Coast.

Big Creek Coast Landscape Unit is characterized by steep, rocky hillsides with steep cliffs dropping to the ocean and tall mountains to the east. This landscape unit includes extensive views of the Pacific Ocean and the rocky coastline below, giving this landscape unit high vividness. It is very similar in character to Landscape Unit 3.9 - Lopez Point. The location of this landscape unit is shown on Maps 6 and 7 in Appendix A.

Coastal scrub is the dominant vegetation along this section of highway, but pampas grass and other intrusive non-native vegetation have invaded the southbound (western) side of the roadway. While there are no structures or residences immediately visible from the roadway, roadside signage, metal guardrails, fences and road cuts can be seen throughout this landscape unit, reducing its intactness and unity.

Four view locations and four intrinsic features were identified within this landscape unit. The visual quality ratings of this landscape unit are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	Medium
Unity	Medium
Visual Dominance of the Coast Highway	Co-dominant

III.4.1.VL1 Gamboa Point

(MON-1-26.3)

Looking north at the Gamboa Point pullout and the large boulders that line the area.
Long-range views are afforded the traveler at this location.

This view location is a large bulbous pullout with boulders lining the outer edge. This view location is evident to the traveler as providing a significant viewing opportunity because it is located where the highway rounds a prominent point.

Looking northward, there is a view of Gamboa Palm Beach and scenic views up the coast. Looking south, sweeping views of the coastline create a highly vivid aesthetic. Detracting features such as non-native plants and small road signage are minor detractors to this view location and do not significantly affect the intactness or unity of the visual elements within the view. The location of this feature is shown on Map 6 in Appendix A.

The visual quality and viewer exposure ratings of this view location are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Subordinate

Viewer Exposure	
Angle	Ideal
Distance	Distant
Position	Above

III.4.1.VL2 Big Creek Bridge

(MON-1-27.3)

View of the paved and boulder-lined Big Creek Bridge view location. Big Creek Bridge is visible in the distance.

This view location consists of a large, paved turnout with a curb and boulders lining the outer edge. Looking northward, there is a clear view of Big Creek Bridge and its characteristic arches. This view location also provides intermediate views of small coves and inlets, kelp beds, rocky coastline, and the Pacific Ocean. These elements create a highly vivid aesthetic. While views of the ocean and coastline are spectacular, there are man-made features within the view, such as crib walls and road reinforcements, which detract from the overall visual quality. However, these minor detractions do not substantially affect the intactness or unity of the visual elements within the view. The location of this feature is shown on Map 6 in Appendix A.

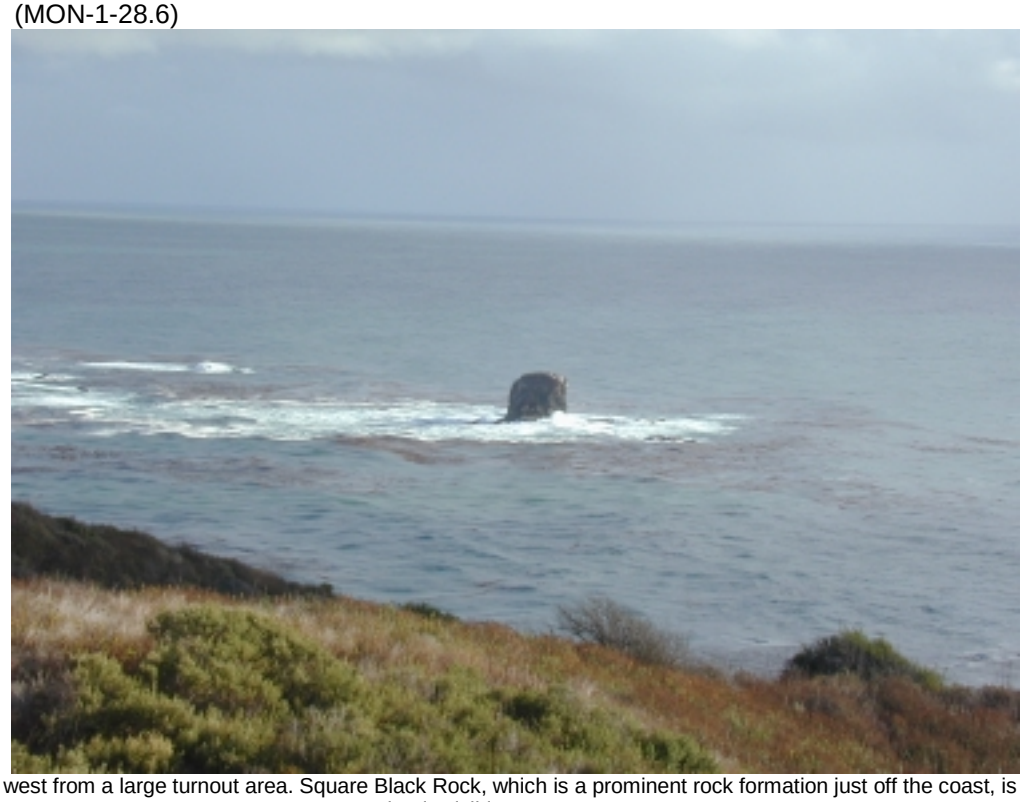
The visual quality and viewer exposure ratings of this view location are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Co-dominant

Viewer Exposure	
Angle	Ideal/perpendicular
Distance	Intermediate
Position	Above

III.4.1.VL3 Square Black Rock

(MON-1-28.6)



Looking west from a large turnout area. Square Black Rock, which is a prominent rock formation just off the coast, is clearly visible.

This view location consists of a large turnout with a view of the Square Black Rock. There are also intermediate views of small coves and inlets, kelp beds, rocky coastline, and the Pacific Ocean. The ocean and coastline views are unobstructed and highly vivid. Rubble from past landslides has been used to create berms around the edge of this view location. This creates a minor detraction from the visual quality since the berms are clearly man-made because of their shape and location. Since the berms are the only real detraction from the view, the intactness and unity of the visual elements are high. The location of this view is shown on Map 6 in Appendix A.

The visual quality and viewer exposure ratings of this view location are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Co-dominant

Viewer Exposure	
Angle	Ideal
Distance	Intermediate/distant
Position	Above

III.4.1.VL4 Dolan Point

(MON-1-29.7)

Looking south at the pullout and earth berms at Dolan Point. These pullouts provide beautiful long-range views.

This view location consists of a large gravel turnout on the southbound (western) side of the highway. This view location offers sweeping ocean views both northward and southward along the coast. There are intermediate views of small coves and inlets, kelp beds and rocky coastline. Square Black Rock can be seen in the distance to the south. Similar to the Square Black Rock View Location, rubble and berms made of landslide material have been placed around the edge of this view location and create a minor detraction from the visual quality. The Coast Highway is the most dominant man-made feature, as one looks south and north along the coast. These detractions are relatively minor given the scale and extent of the views from this location, resulting in high visual quality ratings. The location of this view is shown on Map 6 in Appendix A.

The visual quality and viewer exposure ratings of this view location are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Co-dominant

Viewer Exposure	
Angle	Ideal
Distance	Intermediate, Distant
Position	Above

III.4.1.IF1 Lopez Rock

(MON-1-25.1)

View looking west from Highway 1 at Lopez Rock, which is surrounded by kelp beds.

Along the rocky coast of Big Sur, certain rocks are more prominent than others. It is a noticeable feature among the many other smaller rocks out in the ocean. On a big ocean swell, waves can be seen crashing over the top of the rock. The rock is approximately 152 meters (500 yards) off the coast. The location of this feature is shown on Map 6 in Appendix A.

A unique aspect of this area, and the reason for its high visual quality ratings, is that no man-made structures, guardrails or road cuts are visible when viewing Lopez Point Rock.

The visual quality ratings of this intrinsic feature are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of Feature	Subordinate

III.4.1.IF2 Rigdon Drinking Fountain

(MON-1-26.9)

Rigdon Drinking Fountain with its distinct masonry-work is located along the northbound side of Highway 1.

Rigdon Drinking Fountain is another of the small park-like features located along the Coast Highway. This particular one is on the northbound (eastern) side of the highway and is a small area with a rock wall surrounding a small creek. Although the drinking fountain itself has been abandoned, the site presents an interesting historical and visual quality even athough little interpretive information is provided. The location of this feature is shown on Map 6 in Appendix A.

The topography surrounding the site consists of steep hillsides, covered by coastal sage scrub, redwood trees and pampas grass. The only unnatural features are the rock wall and foundation of the fountain itself.

The visual quality ratings for this site reflect the lack of maintenance and that many of the original features appear to have been destroyed. The vividness of the site is low primarily because of the lack of maintenance and interpretive information that would help make this site more memorable to the viewer. Intactness and unity of the site are considered medium primarily because vegetation has overgrown much of the man-made features so the contrast between these elements is less striking.

The visual quality ratings of this intrinsic feature are as follows:

Visual Quality	**Ratings**
Vividness	Low
Intactness	Medium
Unity	Medium
Visual Dominance of Feature	Co-dominant

III.4.1.IF3 Big Creek Bridge

(MON-1-28.1)

A view looking north towards Big Creek Bridge from the Big Creek Bridge View Location.

Big Creek Bridge is one of seven historic concrete arch bridges that are associated with the Big Sur coast. This concrete bridge features high, open arches. These concrete arch bridges typify the engineering achievements of the early part of this century and provide a unique historical architectural scenic quality. The bridge and its arches also create a vivid visual image against the natural beauty of the Big Sur coast. The bridge is surrounded by rugged landscape, which increases the vividness of the bridge within the visual setting. One drawback to this feature is that it can be viewed only when heading in the northbound direction. Southbound travelers are not afforded a view of the arches and bridge structure because of cliffs and bends in the highway that hide any views of the bridge. The location of this feature is shown on Map 6 in Appendix A.

Man-made structures are often considered a detraction from the natural environment because the materials used and shapes generally do not reflect the colors and lines found in nature. Sometimes, however, man-made structures become a symbol that is associated with a particular area or region. The Golden Gate Bridge is an example. A similar situation has occurred with the arch bridges of the central coast. These bridges, while in a traditional sense, they do not exhibit high intactness or unity with their surroundings, have become associated with the Big Sur coast. As such they are considered intrinsic scenic features of this area.

The visual quality ratings of this intrinsic feature are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of Feature	Co-dominant

III.4.1.IF4 Square Black Rock

(MON-1-28.6)

From Highway 1, Square Black Rock is a unique and prominent rock formation just off the coast.

Square Black Rock is just as it sounds, square and black. This rock is a very prominent feature along the coast because of its size, unique shape and isolation in the waters just off the coast. The rock can also be seen for several miles when driving in the southbound direction. The location of this feature is shown on Map 6 in Appendix A.

The terrain along the highway in the vicinity of Square Black Rock is rolling hills with steep cliffs dropping to the ocean. Coastal scrub is the dominant vegetation.

The views of Square Black Rock are highly scenic. The rock itself, set alone out in the ocean, creates a memorable and highly vivid image. The views of Square Black Rock include few man-made features or other elements that detract from the intactness and unity of the view.

The visual quality ratings of this intrinsic feature are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of Feature	Co-dominant

III.4.2 Esalen Coast Landscape Unit
(MON-1-32.65/35.8)

The views looking south along Highway 1 near Esalen, are often concealed by trees along the roadway.

The Esalen Coast Landscape Unit is defined by the steep mountainous region of the Santa Lucia Mountain Range, which then gives way to more gentle open, rolling foothills. There are many creeks and river valleys within this landscape unit, and the northbound driver begins to see the presence of more water and bigger creeks. This landscape unit is where the southern Big Sur coast, which is more arid and steeper, transitions to the northern Big Sur coast. Monterey pine, cypress and eucalyptus trees are prevalent within this landscape unit. Coastal scrub is still the dominant vegetation in the open areas. Pampas grass and other intrusive non-native vegetation are much in evidence along the roadway. The location of this landscape unit is shown on Maps 7 and 8 in Appendix A.

Julia Pfeiffer Burns State Park is located within this landscape unit. The State Park is known for its slender waterfall that drops into a crescent-shaped, turquoise-blue cove. However, this lovely waterfall cannot be seen from the road and therefore, is not identified as an intrinsic feature because it does not meet the criteria. This waterfall and cove are visible from the McWay Canyon View Location at the north end of Julia Pfeiffer-Burns State Park (MON-1-25.9), but one must step away from the car to view it.

Features that detract from the natural setting of this landscape unit are limited but include the South Coast Center, which is the only building visible along this stretch of highway, metal guardrails, a bridge, power poles and mail boxes. Rubble and berms created from landslide material also line the roadway in some sections.

The overall visual quality of this landscape unit is considered medium. While there are many beautiful features along this stretch of the highway, striking views of the ocean are less prevalent and trees often conceal distant views. Man-made features also periodically disrupt the overall unity of this landscape unit.

No view locations or intrinsic features were identified within this landscape unit. The visual quality ratings of this landscape unit are as follows:

Visual Quality	**Ratings**
Vividness	Medium
Intactness	Medium
Unity	Medium
Visual Dominance of the Coast Highway	Co-dominant

III.4.3 Partington Coast Landscape Unit

(MON-1-35.8/42.9)

View looking north along Highway 1 at the steep, rocky hillsides of the Partington Coast landscape unit.

Partington Coast is characterized by steep, rocky hillsides and cliffs. West of the highway, the land drops dramatically to the ocean revealing uninterrupted, striking views of the Pacific Ocean and the rocky coastline below. To the east mountainsides dominate the view. Small canyons, such as Anderson Canyon, near Julia Pfeiffer Burns State Park, can provide nice vistas of the coastline below. For example, Arch Rock seen from this location is a small offshore islet, pierced by a natural arch. This scene appears in many postcards and calendars, although too obscure to qualify as an intrinsic feature. The location of this landscape unit is shown on Maps 8 and 9 in Appendix A.

Coastal scrub is the dominant vegetation along this section of highway. Pampas grass and other intrusive non-native vegetation are much in evidence along portions of the roadway. There are some scattered pine and eucalyptus trees. The spring fed creeks empty out of canyons and ravines lined with redwood trees and into the sea.

The Coast Gallery is the most obvious structure along this section of roadway. Contributing man-made features in this landscape unit are the stone guardrails, which add a feeling of uniqueness to this section of highway.

The visual quality of this landscape unit is considered high. Because of the rugged terrain and exposed roadway, the views are memorable and highly vivid. Unity and intactness of the landscape are also high because of few detracting features along this stretch of the Coast Highway.

Four view locations and two intrinsic features were identified in this landscape unit.

The visual quality ratings of this landscape unit are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Co-dominant

III.4.3.VL1 McWay Canyon

(MON-1-35.9)

View of the paved McWay Canyon pullout.

View of waterfall cove, which is visible through the trees that line the pullout.

A small paved pullout marks this view location. For the traveler along the highway this pullout can be easily missed because this hidden view requires stepping out of the car and walking to the cliffside. However, this location has been included because it is well known to locals and tour bus operators because of the view it provides. A spectacular view of Waterfall Cove is hidden from view behind the trees at the pullout. The view is of a small cove, with a white sand beach and aqua colored water, and a high waterfall cascading over the cliffs onto the beach below. This is a famous view depicted on many postcards of the area. The only detracting features are of the non-native trees planted

alongside the pullout and some wire fencing protecting the cliffside. The visual quality of this view location is high. The location of this feature is shown on map 7 in Appendix A.

The visual quality and viewer exposure ratings of this view location are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Subordinate

III.4.3.VL2 Julia Pfeiffer-Burns Vista Point

(MON-1-36.9)

View of the formal Julia Pfeiffer Vista Point, with stone pillars and wood beam fence. Long-range views south along the coast are visible in the distance.

The Julia Pfeiffer-Burns Vista Point view location consists of a paved turnout with an excellent view southward to Dolan Point and Gamboa Point. Small stone pillars and wooden beams create a fence line protecting viewers from the steep cliffs and rocky shore below. Large boulders have also been placed at the periphery of the view location on the roadway side of the stone pillars and wooden beams. The broad and generally unobstructed view to the south from this view location is highly vivid given that it is unobstructed for a considerable distance. Nonetheless, the view location exhibits medium intactness and unity due to the visual jumble created by the contrast between the large boulders and the stone pillars and wood railing. Roadside signage and trash also detract from the overall visual quality of this location. The location of this view is shown on Map 8 in Appendix A.

The visual quality and viewer exposure ratings of this view location are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	Medium
Unity	Medium
Visual Dominance of the Coast Highway	Co-dominant

Viewer Exposure	
Angle	Ideal
Distance	Intermediate, Distant
Position	Above

III.4.3.VL3 Partington Cove
(MON-1-37.8)

Looking to the northwest from Highway 1, the traveler can see this lush ravine and the Pacific Ocean in the distance.

This view location consists of a small dirt pullout on the southbound (western) side of the highway. The view is not expansive, but more intimate. The view primarily consists of a small, lush ravine. There is a sense from the size of the pullout and amount of use that there is more to this area than is immediately apparent from the initial view. This view location includes access to a fire road that drops down to Partington Cove**,** where ships used to moor in the protected anchorage. Knowing the history of the cove provides a historical background to the visual elements of the area, making them more memorable and vivid than on first impression. Partington Cove is also the entry point for experienced divers to the State's Underwater Park. In addition, there are few elements including the dirt fire road and metal guardrails along the highway that detract from the intactness and unity of the landscape in this area. The location of this view is shown on Map 8 in Appendix A.

The visual quality and viewer exposure ratings of this view location are as follows:

Visual Quality	**Ratings**
Vividness	Medium
Intactness	Medium
Unity	Medium
Visual Dominance of the Coast Highway	Co-dominant

Viewer Exposure	
Angle	Perpendicular
Distance	Intermediate
Position	Above

III.4.3.VL4 Lafler Canyon

(MON-1-41.0)

Looking south at the pullout at Lafler Canyon. This location provides sweeping views to the south of the Big Sur Coast.

Lafler Canyon View Location consists of a large dirt turnout on the southbound (western) side of the road with an excellent view southward to Lopez Point. This view location offers sweeping ocean vistas, which are highly vivid and memorable. However, large boulders have been placed at the edge of this view location, which detract from the intactness and unity of the broader views and landscape. Other detracting features in the area are metal guardrails along the highway and the highway itself. Cuts in the hillsides that were necessary to build the highway are visible in the intermediate range views from this location. The location of this view is shown on Map 9 in Appendix A.

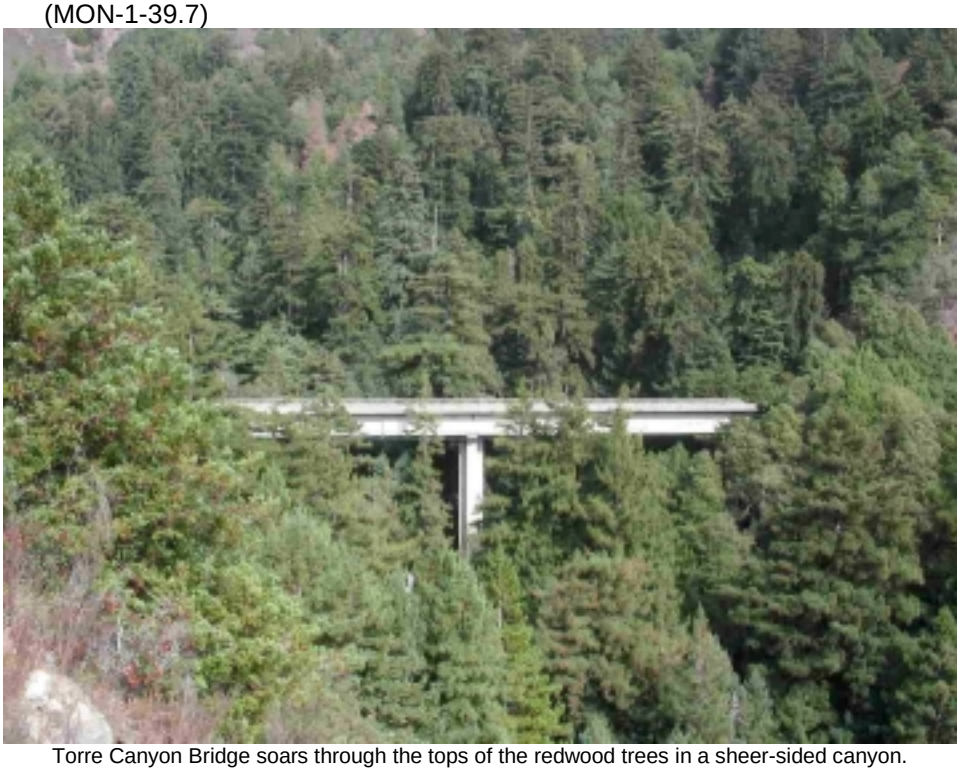
The visual quality and viewer exposure ratings of this view location are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Co-dominant

Viewer Exposure	
Angle	Acute
Distance	Distant
Position	Above

III.4.3.IF1 Torre Canyon Bridge

(MON-1-39.7)



Torre Canyon Bridge soars through the tops of the redwood trees in a sheer-sided canyon.

Traveling in the southbound direction, the Coast Highway winds its way out of a steep mountainous area and rounds a bend to reveal Torre Canyon Bridge. The bridge appears to the traveler to be soaring through the tops of redwood trees in a sheer sided canyon. The striking color and horizontal and vertical lines of the bridge within a natural setting produce a highly vivid and memorable image. This bridge is less vivid and memorable when traveling in the northbound direction.

The location of this feature is shown on Map 8 Appendix A.

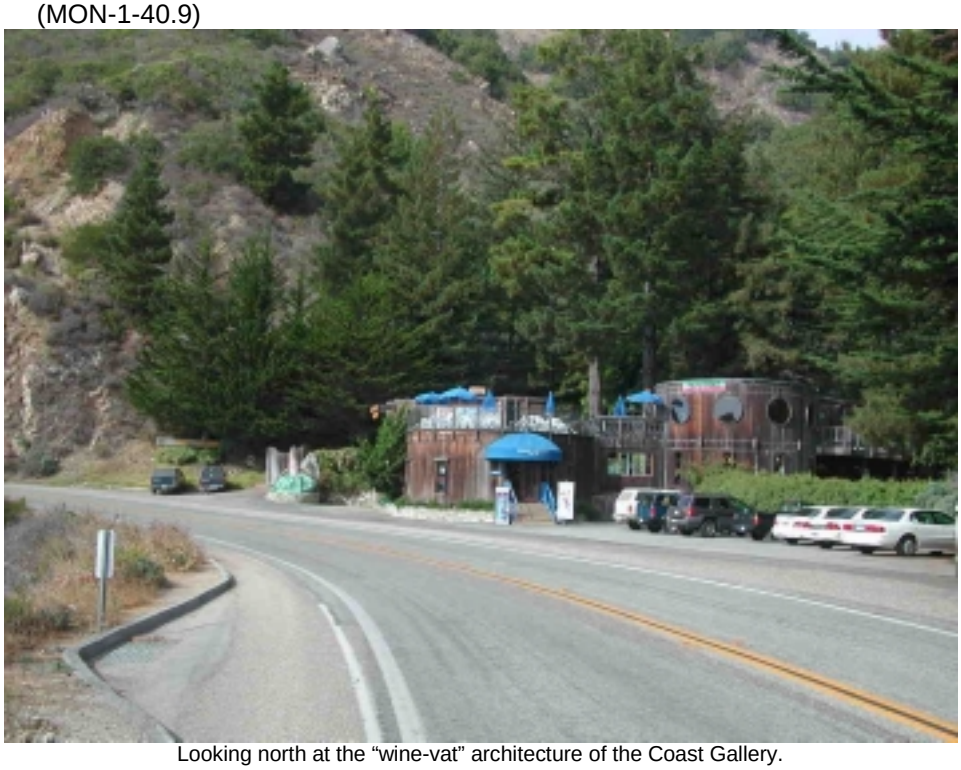
The vividness and intactness of this site are high because the surrounding landscape is very natural. The unity rating is medium because the bridge is an obvious man-made feature within this natural setting.

The visual quality ratings for this feature are listed below.

Visual Quality	Ratings
Vividness	High
Intactness	High
Unity	Medium
Visual Dominance of Feature	Co-dominant

III.4.3.IF2 Coast Gallery

(MON-1-40.9)



Looking north at the "wine-vat" architecture of the Coast Gallery.

The "wine-vat" architecture of the Coast Gallery attracts the interest of many whom travel the Coast Highway. Constructed and established in 1958 out of redwood water tanks, the Gallery provides a place for the traveler to pull off the road and experience the interesting features and businesses (galleries, restaurant and shops) the gallery complex has to offer. The combination of structures, parking areas, proximity to the highway and signage reduce the intactness and unity of this feature with the surrounding landscape. However, the unique architecture, blue awnings and setting along this rugged and rustic portion of the coast, create a memorable image for the traveler.

The location of this feature is shown on Map 9 in Appendix A.

The visual quality ratings for this feature are listed below.

Visual Quality	Ratings
Vividness	High
Intactness	Medium
Unity	Medium
Visual Dominance of Feature	Co-dominant

III.4.4 Coastlands Landscape Unit

(MON-1-42.9/44.3)

View of Highway 1 looking south as the roadway descends from the top of the Big Sur Valley back to the coast.

The Coastlands Landscape Unit is characterized by the roadway's climb up to the top of the Big Sur Valley in the northbound direction. On its way, the Coast Highway passes by Deetjen's Big Sur Inn, the Henry Miller Memorial Library (which carries an interesting collection of books by and about the author, who lived in Big Sur for many years in the 1950s) and Nepenthe, a restaurant, cafe and gift shop. The roadway winds in and out of forested areas, with few opportunities for long-distance views along the coast. The location of this landscape unit is shown on Map 9 in Appendix A.

Redwood trees, tan oak and Bay laurel line the roadway in many areas. Coastal scrub and chaparral become less apparent through this landscape unit. Funky, colorful, old mail boxes line the road in some areas. In other areas these old mail boxes have been replaced with consolidated metal mail boxes that detract from the rural character of the landscape unit.

The visual quality of this landscape unit is considered medium. The expansive and highly vivid views along the coast are more restricted in this landscape unit and there begin to be more signs of urban development.
No view locations and two intrinsic features were identified in this landscape unit.

The visual quality ratings of this landscape unit are as follows:

Visual Quality	Ratings
Vividness	Medium
Intactness	Medium
Unity	Medium
Visual Dominance of the Coast Highway	Co-dominant

III.4.4.IF1 Deetjen's Big Sur Inn

(MON-1-43.1)

View of Deetjen's Big Sur Inn from Highway 1. The Inn reflects the rustic setting and history of the Big Sur Coast.

As the Coast Highway winds north through mountainous terrain and in and out of redwood groves, it eventually comes to a few isolated signs of human development. One of these is located on the northbound (eastern) side of the Coast Highway: Deetjen's Big Sur Inn, which is one of the oldest places to stay in Big Sur and is a National Register of Historic Places Property. This rustic redwood lodge was built by a Norwegian immigrant in the 1930s. Deetjen's is considered an intrinsic scenic feature because of its rustic architecture, beautiful setting along a steep redwood-lined stream, and long history and association with the development of the tourism industry of Big Sur, which is evident in the building's look and character. These elements combine to create a memorable and highly vivid aesthetic. The combination of structures, driveways, closeness to highway and signage reduce the intactness and unity of this feature with the surrounding landscape. The location of this feature is shown on Map 9 in Appendix A.

The visual quality ratings for this feature are listed below.

Visual Quality	Ratings
Vividness	High
Intactness	Medium
Unity	High
Visual Dominance of Feature	Co-dominant

III.4.4IF2 Nepenthe

(MON-1-43.8)

The entrance to Nepenthe as seen from Highway 1.

Nepenthe is a restaurant, cafe and gift shop built with huge walls of glass to take advantage of the spectacular view along the coast to the south. Nepenthe is built of huge boulders and sits on a hilltop, which was previously the site of a rustic cabin that Orson Welles bought for his wife Rita Hayworth in 1944. Nepenthe is considered an intrinsic scenic feature for both its architecture and the views from its restaurant and rooftop café. This is a very popular spot for tourists in the summer months to stop, shop and view some of the most spectacular scenery along this portion of the Big Sur Coast. The drawback to Nepenthe from a scenic quality perspective is that it can appear commercial and crowded, which detracts from the surrounding natural beauty. While the views from Nepenthe could be considered quite vivid, the views of the site from the highway generally exhibit medium visual quality. The combination of signage, driveways and parking areas detracts from the intactness and unity of this site with the surrounding landscape. The location of this feature is shown on Map 9 in Appendix A.

The visual quality ratings of this intrinsic feature are as follows:

Visual Quality	**Ratings**
Vividness	Medium
Intactness	Medium
Unity	Medium
Visual Dominance of Feature	Co-dominant

III.5 BIG SUR VALLEY

(MON-1-44.3/54.7)

View looking south along Highway 1 in the Lower Big Sur Valley, depicts the wooded aesthetic of the area.

This viewshed encompasses the Big Sur River Valley. Just past Nepenthe, the Coast Highway drops into the forested Big Sur Valley and the coast is no longer visible. To the east is the Ventana Wilderness with its steep, rugged and rural terrain. Steep hiking trails can be seen switchbacking up almost vertical hillsides in this area. The Big Sur River meanders through this valley as it flows to the Pacific Ocean at Andrew Molera State Park at the northern end of the valley. As the Coast Highway travels north it transitions from the forested valley of the Big Sur River to a broad coastal plain covered with chaparral and grasses. Andrew Molera State Park is located in this area. This viewshed is dramatically different from other parts of the Coast Highway. There are more signs of human development and fewer distant views because of the tall trees and hills that line the roadway. Redwood trees, tan oak and bay laurel line the roadway in many areas. This redwood ecosystem becomes the dominant ecosystem in this viewshed. Coastal scrub and chaparral become less so. The location of this viewshed is shown on Maps 9, 10 and 11 in Appendix A.

Developments such as river resorts, lodges, bars, restaurants and stores appear sporadically throughout this viewshed. Signage and power poles are above ground. Neon lights from the businesses can be seen at night. Landscape plants and non-native species are apparent around the developed areas. At the end of this viewshed, past Andrew Molera State Park, is the decommissioned Point Sur Naval facility.

In this viewshed the landscape becomes more closed-in because of the dense forests that line the roadway, structures and steep hillsides. This change in the landscape, when compared to the areas to the south, increases the dominance of the highway within the

landscape. In addition, the importance of the highway for commerce and daily existence becomes more apparent through this area.

The participants at the Scenic Workshop identified two corridor sections within Viewshed 5. The first was identified as the "Big Sur Valley" corridor section, which stretches from Deetjen's Big Sur Inn to Andrew Molera State Park. This stretch covers approximately one-half of Viewshed 5. The unique attributes of this section include the close proximity of trees to the roadway and the rural character of the area. Participants also noted that this stretch of the coast has become very urbanized with neon signs at many of the businesses. Other detracting features identified by participants included power poles and invasive plant species (particularly Cape Ivy). In this report, the "Big Sur Valley" has been broken into two landscape units, Upper and Lower Big Sur Valley, which are described below.

The second area within this viewshed was identified as the "El Sur Ranch" corridor section. This stretch begins at Andrew Molera State Park and ends at the Little Sur River. This area covers the northernmost portion of Viewshed 5 and a small portion of Viewshed 6. Participants commented that power poles are quite obvious in this area and that the naval facility detracts from the overall scenic quality of this area. Participants also noted that in some areas, invasive plant species such as iceplant are present. In this report also, the El Sur Ranch is identified as a Landscape Unit within Viewshed 5.

Five landscape units, two view locations and five intrinsic features were identified in this viewshed. The visual quality ratings of this viewshed are as follows:

Visual Quality	**Ratings**
Vividness	Medium
Intactness	Medium
Unity	Medium
Visual Dominance of the Coast Highway	Co-dominant

III.5.1 Upper Big Sur Valley Landscape Unit

(MON-1-44.3/46.6)

Looking north as the Coast Highway descends into the Big Sur Valley.

This Landscape Unit is characterized by the steep gradient of the road, dense forest and steep hillsides that enclose the roadway. This is because the road is passing through the top of the Big Sur Valley as it heads northward, down hill toward the main part of the valley. The mountainous Ventana Wilderness is visible to the northeast. The location of this landscape unit is shown on Maps 9 and 10 in Appendix A.

Trees and hillsides mostly enclose the road. Thick redwood forests line the roadside. There are a number of structures along this landscape unit including the Ventana Inn and Post Ranch Inn, the Big Sur Center with its stores, café and US post office, various driveways and mailboxes and the Big Sur Station information center operated jointly by U.S. Forest Service and California Parks.

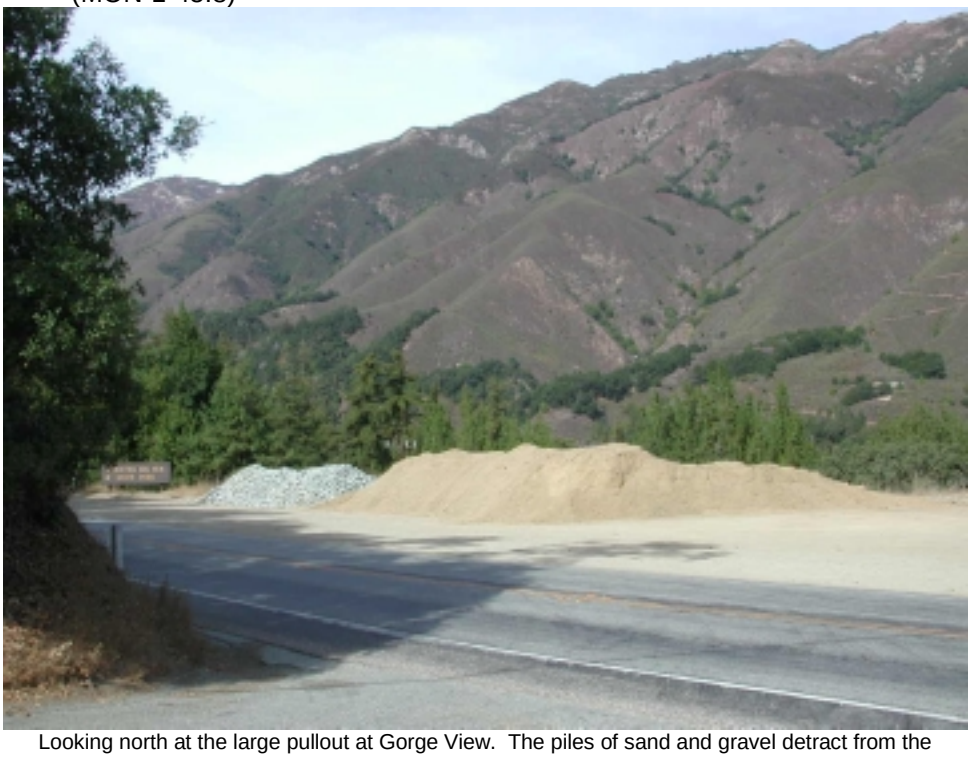
While this landscape unit has a high level of vividness due to the dramatic change from coastal views to dense redwood forests, there are a number of structures and other signs of human development that detract from the landscape unit's intactness. The development that has occurred presents a wide range of aesthetics from new commercial/retail uses such as the Big Sur Center, to upscale inns and rustic lodges. While individually, these developments may exhibit some attractive features, as a whole they detract from the overall unity of the landscape unit.

One view location and one intrinsic feature were identified within this landscape unit. The visual quality ratings of this landscape unit are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	Medium
Unity	Medium
Visual Dominance of the Coast Highway	Co-dominant

III.5.1.VL1 Gorge View

(MON-1-45.8)



Looking north at the large pullout at Gorge View. The piles of sand and gravel detract from the visual character of this view location.

Gorge View is a large dirt pullout on the east (northbound) side of the road. This view location offers views of the Big Sur valley, Big Sur River Gorge and the massive Mount Manuel. While this view location is evident when traveling in either direction, it is most prominent when traveling northbound. For the northbound traveler, the view offered at this location is dramatically different than the coastline views of the previous 40 miles. Features that detract from this view location are piles of rocks and gravel in the pullout and signage and power poles in the view area. The location of this view location is shown on Map 9 in Appendix A.

The visual quality and viewer exposure ratings of this view location are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	Low
Unity	Medium
Visual Dominance of the Coast Highway	Subordinate

Viewer Exposure	
Angle	Perpendicular
Distance	Intermediate/distant
Position	Above

III.5.1.IF1 Post Homestead

(MON-1-44.5)

Its bright red exterior makes the Post Homestead an unforgettable feature along the Coast Highway.

Atop a hill, framed by redwood trees, sits the bright red Post Family Homestead. This historic home, at the turnoff for the Ventana Inn, is considered an intrinsic feature along the Coast Highway for several reasons including its vivid color, unique architecture and setting. Also, the home is visible when traveling in either direction and creates a memorable pioneering aesthetic. However, there are a number of visual elements that detract from the visual quality of the home. A large sign for the Ventana Inn has been placed in the front of the house and substantially detracts from the historic charter and intactness of the view. Other detracting elements include guardrails, signage and power poles along the highway.

The location of this feature is shown on Map 9 in Appendix A.

The visual quality ratings of this intrinsic feature are as follows:

Visual Quality	Ratings
Vividness	High
Intactness	Medium/low
Unity	Medium
Visual Dominance of Feature	Co-dominant

III.5.2 Lower Big Sur Valley Landscape Unit

(MON-1-46.6/49.4)

The view looking north along Highway 1 near the Glen Oaks Motel depicts the wooded and developed nature of this area.

The Lower Big Sur Valley Landscape Unit is characterized by redwood forests, riparian habitat and the businesses and services of the Big Sur Valley. This is the heart of Big Sur and where most of the lodging and services can be found along the entire Big Sur Coast. The Coast Highway flattens out in this area and meanders along the Big Sur River and through the valley. Andrew Molera State Park is located at the northern end of this landscape unit. Redwood forests and riparian habitat are the two most common ecosystems within this landscape unit and dominate the overall aesthetic. Oaks are also very prominent throughout the valley in areas away from the river's edge. Grasslands prevail towards the northern end and are used primarily for cattle grazing. The location of this landscape unit is shown on Map 10 in Appendix A.

Since this landscape unit includes most of the lodging and services on the Big Sur Coast, there are many structures along the roadway. These include businesses such as the Big Sur Lodge, the Big Sur River Inn, the Village Pub, Big Sur Cabins and Campground, Ripplewood Resort and the Glen Oaks Motel. There are other indications of development as well, such as above-ground power poles, roadside and business

signage, gas stations, parking lots, neon signs and fences. Some of the roadside businesses have attempted to incorporate colors, materials and designs that are more sensitive to the surrounding environment or rural character of the area, however, there are also examples to the contrary, such as neon signs advertising beverages, corporate logos at gas stations, and nighttime lighting. The level of development and lack of consistent and sensitive design along the roadside result in a medium visual quality of this landscape unit overall.

There are three intrinsic features within this landscape unit, but no view locations.

The visual quality ratings of this landscape unit are as follows:

Visual Quality	**Ratings**
Vividness	Medium
Intactness	Medium
Unity	Medium
Visual Dominance of the Coast Highway	Co-dominant

III.5.2.IF1 Pfeiffer-Big Sur Meadow

(MON-1-47.0)

View from Highway 1 looking south at Pfeiffer-Big Sur Meadow and its unique split rail fence.

The Pfeiffer-Big Sur Meadow is a picturesque grassland area adjacent to the Big Sur River and near the main entrance to the State Park. A split-rail fence separates and protects the meadow from the road. Sycamore and redwood trees line the meadow edge. The fence and meadow create a unique and memorable aesthetic representative of the Big Sur Valley's bucolic side. The presence of power poles and signage detract somewhat from the visual quality of this feature.

The location of this feature is shown on Map 10 in Appendix A.

The visual quality ratings of this intrinsic feature are as follows:

Visual Quality	Ratings
Vividness	Medium
Intactness	Medium
Unity	Medium
Visual Dominance of Feature	Co-dominant

III.5.2.IF2 River Resorts

(MON-1-47.5/48.9)

The River Resorts (River Inn, Ripplewood, and Fernwood) create a memorable and rustic visual image.

The Big Sur Valley is known for its rustic river resorts. Three of the valley's most visible, River Inn, Ripplewood and Fernwood are within approximately a half-mile from one another. These river resorts offer a variety of amenities, such as lodging in rustic cabins, campgrounds, restaurants, shops and a general store. The architecture and setting of these resorts creates a memorable and rustic visual image. Hints of commercialization, such as roadside signage, neon, and large parking lots, detract from the vividness and intactness of these resorts. However, the resorts still provide a clear visual link to the past and are an intrinsic visual element of the Big Sur Valley.

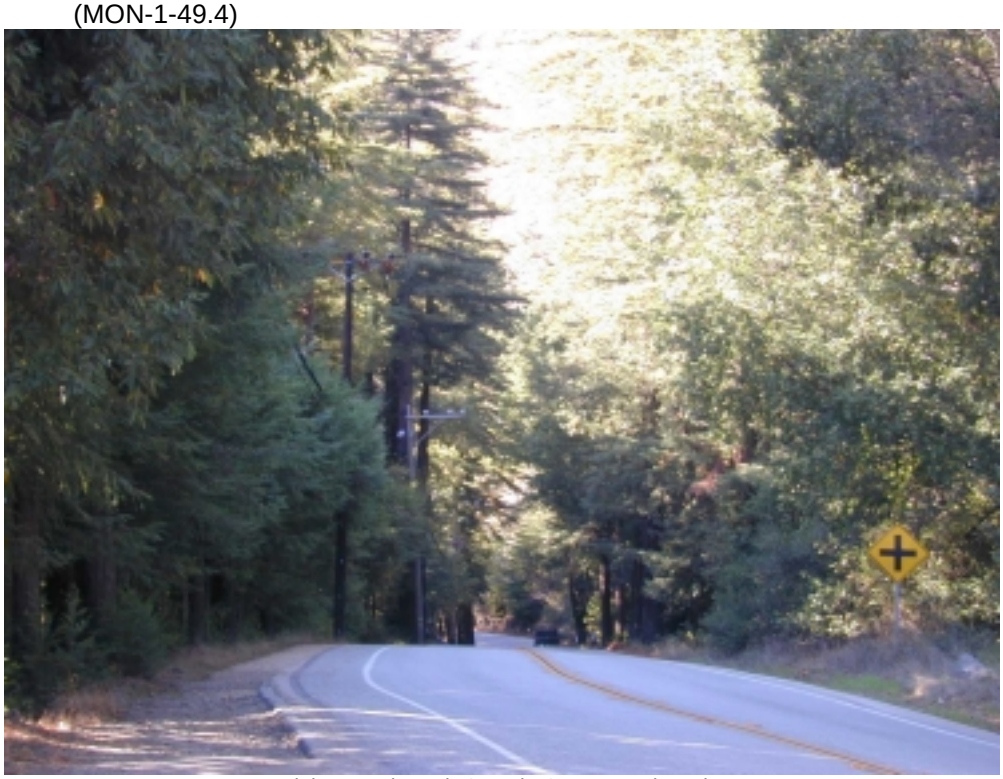
The location of this feature is shown on Map 10 in Appendix A.

The visual quality ratings of this intrinsic feature are as follows:

Visual Quality	Ratings
Vividness	Medium
Intactness	Medium
Unity	Medium
Visual Dominance of Feature	Dominant

III.5.2.IF3 Captain Cooper Redwoods

(MON-1-49.4)



Highway 1 through Captain Cooper Redwoods.

At Captain Cooper Redwoods, soaring columns of redwoods bracket the roadway for southbound travelers as they wind their way through the Big Sur Valley. This scenic grove of redwood trees, at the entrance to Captain Cooper School Road, is an important and unique symbol for the community, as well as a vivid landmark for visitors, clearly indicating that the traveler has entered the Big Sur Valley. Road signs and power poles are minor detractors because they are dwarfed by the size of the redwoods.

The location of this feature is shown on Map 10 in Appendix A.

The visual quality ratings of this intrinsic feature are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of Feature	Subordinate

III.5.3 Andrew Molera South Landscape Unit

(MON-1-49.4/50.9)

View looking north along Highway 1 in Andrew Molera State Park, showing the envelope of riparian habitat along the roadway.

The Andrew Molera South Landscape Unit is characterized by the broad riparian valley at the north end of the Big Sur River. The Big Sur River begins to meander more broadly as the valley floor opens up. In this area, redwood forests of the Big Sur Valley transition into a more riparian habitat of sycamores and willows. The road is flatter and on the northern end it opens up to Coyote Flat, a large riparian meadow backed by dense, unspoiled forest. Oak trees are also prevalent in upland areas. Redwoods become limited to the steeper ravines and north slopes. Signs of man-made development also decline in this landscape unit, however, there are still some man-made elements, including roadside signage, power poles and fences. Since the roadway is still primarily located within the river valley, this landscape unit has medium vividness, however, because of the general lack of man-made development, the unity and intactness of this landscape unit are considered high. The location of this landscape unit is shown on Maps 10 and 11 in Appendix A.

The visual quality ratings of this landscape unit are as follows:

Visual Quality	**Ratings**
Vividness	Medium
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Co-dominant

III.5.4 Andrew Molera North

(MON-1-50.9/51.9)

Looking south, the Coast Highway is characterized by rolling hills and low coastal plains before it heads into the forested Big Sur River valley.

The Andrew Molera North Landscape Unit is characterized by the densely forested area of the Big Sur River Valley giving way to rolling hills and low coastal plains. This is where the Big Sur River empties into the Pacific Ocean. Much of the land along this landscape unit is located within Andrew Molera State Park, although there are few signs of the park except for occasional roadside signage (all park facilities are located west of the Coast Highway and predominately out of view). Cooper Cabin, a restored historic cabin, in a prominent eucalyptus grove near the mouth of the Big Sur River is hidden away in the park but is visible from the road if the traveler knows where to look. The southbound traveler gets to see the fine view up the axis of the Big Sur Valley. The location of this landscape unit is shown on Map 11 in Appendix A.

Moving northward, the vegetation in this landscape unit changes from the redwood and riparian habitat of the landscape units to the south, to a mix of oaks, eucalyptus, grasslands and chaparral. The area is clearly more arid because of the presence of chaparral and grasslands and lack of creeks and rivers. Occasional power lines, fences and roadside signage are the predominant features that detract from the overall natural aesthetic. Similar to the Andrew Molera South Landscape Unit, this landscape unit exhibits some pleasant natural views, however, they are not particularly memorable and therefore are considered to have medium vividness. The lack of man-made structures or other detracting features contributes to a high level of intactness and unity.

No view locations or intrinsic features were identified within this landscape unit.

The visual quality ratings of this landscape unit are as follows:

Visual Quality	Ratings
Vividness	Medium
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Co-dominant

III.5.5 El Sur Ranch Landscape Unit

(MON-1-51.9/54.7)

The view from Highway 1 looking north depicts the rolling hills of El Sur Ranch Landscape Unit.

The El Sur Ranch Landscape Unit is characterized by rolling grasslands and cattle ranching operations. The land is level along the southbound (western) side of the highway with rolling hills primarily covered with grasses to the east. Cattle and horses graze on both sides of the road. Fencing is prevalent, with a mix of fencing types. Some fences have been designed to emulate the picket-type fences that once graced much of the area, while other fencing types are more utilitarian, such as barbed wire or chain link. The location of this landscape unit is shown on Map 11 in Appendix A.

The Point Sur Naval facility is the most dominant development in the area. The low concrete structures and scattered cypress trees stand out against the flat grassland plain. When the surrounding grasslands are dried and brown in color, the green chain link fencing around the facility is evident and out of character.

There are broad but distant views of the ocean from most locations in this landscape unit because of the lack of trees along the immediate roadside. Point Sur and the facilities atop the rock are quite visible and provide a dramatic northern backdrop to this landscape unit. The Big Sur River Valley provides the backdrop to the south. These elements combine to create a medium level of vividness overall. The cattle ranching and agriculture aesthetic is very strong in this landscape unit and provides a high level of intactness and unity.

One view location was identified within this landscape unit.

The visual quality ratings of this landscape unit are as follows:

Visual Quality	**Ratings**
Vividness	Medium
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Co-dominant

III.5.5.VL1 Point Sur View

(MON-1-54.5)

View looking south at the large unpaved pullout at Point Sur View.

Point Sur View provides a large dirt pullout on the southbound (western) side of the road. In this area, there are sweeping unobstructed 180-degree views of Point Sur, grasslands, beaches and the coastline beyond. The roadway is also relatively straight, allowing the traveler to see this view location well in advance. Features that detract from

the views at this location are the wire fencing along the highway and the roads and buildings on Point Sur itself.

This view location is shown on Map 11 in Appendix A.

The visual quality and viewer exposure ratings of this view location are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High /medium
Unity	High /medium
Visual Dominance of the Coast Highway	Co-dominant

Viewer Exposure	
Angle	Ideal/perpendicular
Distance	Distant
Position	Above

III.5.5.IF1 Point Sur

(MON-1-54.5)

View from Highway 1 looking southwest at Point Sur.

Point Sur is a large, volcanic, dome-shaped rock outcropping connected to the mainland by a long stretch of white sandy beach. It is a prominent symbol of the Big Sur Coast. A 100-year-old lighthouse and various old, Victorian-style buildings sit on top of Point Sur. These structures actually add to the scenic qualities of this feature because of their historical significance. The light from the lighthouse is visible for many miles to warn sailors of the dangerous conditions along this rugged coastline. The location of this feature is shown on Map 11 in Appendix A.

The abrupt form and scale of Point Sur, together with the structures atop, create a very memorable and highly vivid image. The structures and access road to the point tend to reduce the intactness and unity of the landscape.

The visual quality ratings of this intrinsic feature are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	Medium
Unity	High
Visual Dominance of Feature	Co-dominant

III.6 POINT SUR COAST

(MON-1-54.7/58.3)

Looking south from Highway 1 at the mouth of the Little Sur River and Point Sur in the distance.

This viewshed is characterized by the stark contrasts of the turquoise Pacific Ocean crashing upon the shores of long expanses of white, sandy beaches. Various rock formations, Point Sur, the rocks at the mouth of the Little Sur River and the Ventura Rocks, provide dramatic and rugged views. The focus of this viewshed is the dramatic meeting of land and sea. This is reinforced by the high mountains that form its eastern boundary and that culminate at the El Sur ridgeline. This viewshed is relatively free from human intrusion. The only detractors are power poles, fences and minor road cuts. This viewshed is probably the most dramatic, intact stretch of the Coast Highway with views and features that typify the Big Sur and Coast Highway experience. Due to all these factors, the visual quality of this viewshed is extremely high. The location of this viewshed is shown on Maps 11 and 12 in Appendix A.

This viewshed was identified by participants at the Scenic Workshop as the “Bixby Coast” corridor section, which begins at the Little Sur River and ends at Rocky Creek. This area includes most of Viewshed 6 and a small section of Viewshed 7. Viewshed 7 in this report is called the Bixby Coast because it contains Bixby Landing and the Bixby Bridge. Participants commented on the notable bridges and the lack of power poles along this stretch of the coast. Participants also noted that there are some houses in the area, and that their lights are visible at night. Road cuts in the hillsides are visible in some areas along the highway.

This scenic viewshed consists of three landscape units, with four view locations and one intrinsic feature. The visual quality ratings of this viewshed are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Subordinate

III.6.1 Point Sur Approach Landscape Unit

(MON-1-54.7/55.7)

View from Highway 1 looking north with Hurricane Point visible in the distance.

The Point Sur Approach Landscape Unit is characterized by extensive ocean views and sections of light-colored sand dunes. In some places the movement of the sand dunes is quite evident from sand crossing the roadway and accumulating in some locations. The hills to the east of the Coast Highway are steep and the road is at an elevation of approximately 61 meters (200 feet). Ice plant is growing in mass, probably planted to hold down the moving sand, and represents a new vegetative aesthetic for the traveler heading northbound. There are small groves of cypress trees with coastal scrub and chaparral the most abundant vegetative communities. The location of this landscape unit is shown on Maps 11 and 12 in Appendix A.

Road repairs are obvious as retaining structures have been constructed to strengthen the road in response to land movements. Guardrails are solid for strength, and although low, can block views from most cars. The only other unnatural features along this stretch are roadside signage and fences.

Even though there are elements that detract from the overall visual quality of this landscape unit (i.e. crib walls, guardrails and signage), they create only minor detractions from the expansive views.

Two view locations were identified within this landscape unit.

The visual quality ratings of this landscape unit are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Co-dominant

III.6.1.VL1 Point Sur Beach View

(MON-1-54.9)

View from the small dirt pullout along Highway 1. This location provides a good view of the sandy Point Sur Beach and Point Sur Lighthouse in the distance.

Point Sur Beach View is a small dirt pullout on the southbound (west) side of the Coast Highway. It provides a good view of the Point Sur tombolo landform and white sand beach. This view location is most evident to the southbound traveler because it provides one of the first good opportunities for a close-up view of Point Sur and the beach. The absence of detracting features results in a view and setting exhibiting a high level of intactness and unity.

The location of this view location is shown on Map 11 in Appendix A.

The visual quality and viewer exposure ratings of this view location are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Co-dominant

Viewer Exposure	
Angle	Ideal
Distance	Intermediate/distant
Position	Above

III.6.1.VL2 Little Sur View Pullout

(MON-1-56.0)

The pullout at Little Sur provides an excellent view of Little Sur Lagoon and white sandy beaches.

View of the Little Sur paved pullouts on both sides of Highway 1.

The Little Sur View Pullout is a pleasant place for travelers to pull over and look at the view. There are large paved pullouts on both the northbound and southbound sides of the road indicating to travelers that there must be a good reason to stop. While not immediately evident from the highway, this view location reveals an outstanding vista of Little Sur Lagoon, the deserted white, sand beach and the interesting rock formations below. The pullout at this view location can accommodate large recreational vehicles and buses. The pullout in the southbound (west) direction is lined with wire fencing . This fencing and the volume of cars that use this view location detract from the intactness of the landscape in the immediate area. The views are otherwise unobstructed and exhibit a high level of unity.

This location of this view location is shown on Map 12 in Appendix A.

The visual quality and viewer exposure ratings of this view location are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	Medium
Unity	High
Visual Dominance of the Coast Highway	Subordinate

Viewer Exposure	
Angle	Ideal
Distance	Intermediate/distant
Position	Above

III.6.2 Little Sur River Landscape Unit

(MON-1-55.7/56.5)

Looking northwest from Highway 1 at the low coastal plain around the Little Sur River.

The Little Sur River Landscape Unit is characterized by the low coastal plain, delta and beach associated with the Little Sur River. In this area the road drops down relatively close to the ocean. The Little Sur River flows out of a steep ravine to the east and onto a long, white sandy beach into the ocean. Coastal scrub and chaparral are the dominant vegetation in this area. Structures such as the bridge across the Little Sur River, fences and a viaduct have been built to support the roadway. These are prominent features and detract somewhat from the striking natural beauty. The location of this landscape unit is shown on Map 12 in Appendix A.

The more intimate views provided within this landscape unit and signs of road cuts reduce the vividness of the views. The lack of structures and other detractions from the natural setting provide a relatively high level of intactness and unity.

One view location and one intrinsic feature were identified in this landscape unit.

The visual quality ratings of this landscape unit are as follows:

Visual Quality	Ratings
Vividness	Medium
Intactness	High
Unity	High
Visual Dominance of Coast Highway	Co-dominant

III.6.2.VL1 Pico Blanco

(MON-1-56.0)

Looking northeast from Highway 1 across the Little Sur River Valley toward Pico Blanco, rising to the right just beyond the limits of the photo. The wide dirt pullout is visible in the foreground

Pico Blanco is a wide dirt pullout on the northbound (eastern) side of the road just south of where the roadway crosses the Little Sur River. This view location provides a view directly up the Little Sur River Valley to Pico Blanco, the famous marble mountain in the distance. This view and the pullout can be seen for some distance traveling in the northbound direction, but are less obvious to the southbound traveler. This view location is used to temporarily store road repair equipment and materials.

The location of this landscape unit is shown on Map 12 in Appendix A.

The visual quality and viewer exposure ratings of this view location are as follows:

Visual Quality	Ratings
Vividness	High
Intactness	Medium
Unity	High
Visual Dominance of the Coast Highway	Subordinate

Viewer Exposure	
Angle	Ideal
Distance	Intermediate/distant
Position	Same

III.6.2.IF1 Little Sur Lagoon

(MON-1-56.1)

View from Highway 1 of the Little Sur River outlet and the unique Little Sur River lagoon.

At the end of the Little Sur River Valley is Little Sur Lagoon, which is separated from the ocean by a sand bar. The blue lagoon encircled by green vegetation and a white sandy beach presents a vivid and unique image for the traveler. Low lying coastal and riparian scrub are the prominent vegetation types in this area and there are no visible structures or other man-made features. All of these elements combine to create a memorable natural aesthetic for the traveler, which is characteristic of this portion of the Big Sur coast. The location of this feature is shown on Map 12 in Appendix A.

The visual quality ratings of this intrinsic feature are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of Coast Highway	Subordinate

III.6.3 Sierra Hill Landscape Unit

(MON-1-56.5/58.3)

View from Highway 1 near Hurricane Point looking south.

Steep hillsides characterize this landscape unit. Steep cliffs drop from just off the southbound (western) side of the roadway, revealing uninterrupted views of the Pacific Ocean and the rocky coastline below. Along the northbound (eastern) side of the road, tall mountains dominate. The elevation of the road is relatively high at approximately 91 meters (300 feet). The predominant vegetative types are coastal scrub and chaparral. While there are no structures that are evident from the roadway, power poles, fences, cuts into the hillside and guardrails along the highway detract from the natural setting. As with many of the landscape units along this northern segment of the highway, these features are relatively minor detractions from the broad and highly vivid views. The location of this landscape unit is shown on Map 12 in Appendix A.

One view location and no intrinsic features were identified within this landscape unit.

The visual quality ratings of this landscape unit are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Subordinate

III.6.3.VL1 Point Sur

(MON-1-58)

View from the dirt pullout along Highway 1, looking southwest, with Point Sur visible in the distance.

This view location consists of a dirt pull-off on the southbound (western) side of the road. It offers unobstructed views of the Pacific Ocean to the south including bays and kelp beds immediately off the shore. Point Sur is visible in the distance. There are very few signs of human development or man-made features, except for cuts into the hillside along the highway. These features provide a minor detraction from this unobstructed view of Big Sur's natural beauty. The location of this view is shown on Map 12 in Appendix A.

The visual quality and viewer exposure ratings of this view location are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Co-dominant

Viewer Exposure	
Angle	Ideal
Distance	Intermediate/distant
Position	Above

III.7 BIXBY COAST

(MON-1-58.3/67.9)

View from Highway 1 looking north at the coastal bluffs of the Bixby Coast.

View from Highway 1 looking south at Lobos Rocks just off the coast.

The Bixby Coast is characterized by flat coastal bluffs rocky shoreline, steep cliffs, small inlets and numerous historic features. This is probably the most traveled portion of the Coast and contains many of the memorable features and views that have become synonymous with the Big Sur Coast such as Bixby Bridge and Hurricane Point. In many locations, the Coast Highway travels high above the ocean and is characterized by steep and mountainous features. Unobstructed views of the beaches, coves and ocean abound throughout this viewshed.

Road cuts, guardrails, and power lines are the primary detractors from the overall scenic quality at the southern end of this viewshed. To the north, signs of development increase as more homes, driveways, utilities and signs become evident. Even with these detractions, the overall visual quality of this viewshed is high due to the broad unobstructed views of the rocky coastline and dramatic meetings of mountains and ocean that dominate the aesthetic of this viewshed. The location of this viewshed is shown on Maps 12, 13 and 14 in Appendix A.

The participants at the Scenic Workshop identified most of this area as the “Garrapata Coast” corridor section, which extends from Rocky Creek to Malpaso Creek. The southernmost end of this viewshed was included in the “Bixby Coast” corridor section as defined by workshop participants. Participants commented on the many houses in the area, and that their lights are visible at night. Participants also noted that power poles, fences and signage are more prominent in this area and detract from the overall scenic quality. Invasive plant species, such as iceplant and cape ivy are present and also detract from the scenic quality. Participants noted that this stretch of the highway has many pullouts and some “ugly culverts.”

This scenic viewshed includes six landscape units, seven view locations and six intrinsic features.

The visual quality ratings of this viewshed are as follows:

Visual Quality	Ratings
Vividness	High
Intactness	High
Unity	Medium
Visual Dominance of the Coast Highway	Subordinate

III.7.1 Bixby Landing Landscape Unit

(MON-1-58.3/59.6)

View looking north from Hurricane Point across the coastal bluffs toward Bixby Landing. Bixby Bridge is visible in the distance.

This landscape unit is characterized by steep hillsides, a small flat coastal plain and tall cliffs that drop dramatically to the sea. There are uninterrupted views of the Pacific Ocean and the rocky coastline throughout this landscape unit. Bixby Bridge crosses over Bixby Creek with one large, open spandrel arch span. This bridge is a well-known landmark associated with the Big Sur Coast, and pictures of the bridge are often used in promotional materials. The location of this landscape unit is shown on Map 12 in Appendix A.

Coastal scrub and frequent groves of pine and eucalyptus are the dominant vegetation types in this area. The ocean just off of this landscape unit is within the California Sea Otter Game Refuge. Signage, power poles and small road cuts are prevalent along the roadway.

The visual quality of this landscape unit is high overall, because of the memorable elements of the view (i.e. tall cliffs, Bixby Bridge, sweeping ocean views). Elements such as road cuts and storm damage repairs along the highway, a house above the

Bixby Bridge and small roads cut into the hillsides, are quite visible and detract from the overall visual quality of the landscape.

Two view locations and three intrinsic features were identified in this landscape unit.

The visual quality ratings of this landscape unit are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Subordinate

III.7.1.VL1 Hurricane Point
(MON-1-58.3)

Looking southwest from Highway 1 near the Bixby Bridge toward Hurricane Point. The notch in Hurricane Point that is visible in the distance is where this dramatic view location is located.

The Hurricane Point View Location consists of a large paved and gravel pullout at the top of Hurricane Point. This view location is one of the most popular stopping points along the Coast Highway for tourists to take advantage of the view and take pictures of the expansive views up and down the coast. The roadway is also at one of its highest elevations at this view location, contributing to the memorable and highly vivid views. The location of this view is shown on Map 12 in Appendix A.

The pullout at the view location is large and can accommodate large recreational vehicles and busses. The area becomes very busy on clear sunny days when the pullout

can become jammed with cars and traffic slows down on the highway because of the vehicles entering and exiting the roadway. The pullout is lined with large boulders beyond which the land slopes steeply to the ocean far below. The elements of the boulders and volume of cars detract from the intactness of the landscape in the immediate area. The views are unobstructed, exhibiting a high level of unity.

The visual quality and viewer exposure ratings of this view location are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	Medium
Unity	High
Visual Dominance of the Coast Highway	Co-dominant

Viewer Exposure	
Angle	Acute
Distance	Near, Intermediate, Distant
Position	Above

III.7.1.VL2 Bixby Bridge Pullout

(MON-1-59.5)

View of the paved pullout at the north end of Bixby Bridge.

Bixby Bridge Pullout is located on the southbound (west) side of the highway at the north end of Bixby Bridge. The view location consists of a large paved pullout. It provides a great location for travelers to get out of their vehicles, to view and photograph this famous bridge. This is also a good place to view Bixby Landing and the rocky cove below. Large rocks line the edge of the pullout and there are power poles and signage in

the area that detract from the intactness of this view location. This view location is shown on Map 12 in Appendix A.

The visual quality and viewer exposure ratings of this view location are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	Medium
Unity	High
Visual Dominance of the Coast Highway	Dominant

Viewer Exposure	
Angle	Ideal
Distance	Intermediate, Distant
Position	Above

III.7.1.IF1 Hurricane Point
(MON-1-58.3)

View of Hurricane Point from Highway 1 near the Bixby Bridge.

Hurricane Point is a tall, rocky point that juts out into the sea. It offers some great views up and down the coastline. Hurricane Point is unique because it is one of the most westerly points along the coast, and the Coast Highway, at this location, is at one of its highest elevations. These two factors combine to provide unparalleled views both north and south along the coast. The point also creates a natural break between two major viewsheds in the area. The location of this feature is shown on Map 12 in Appendix A.

There are no structures at Hurricane Point but the road cut for the highway in the point itself creates an unnatural topographic feature that is highly visible.

The visual quality ratings of this intrinsic feature are as follows:

Visual Quality	Ratings
Vividness	High
Intactness	Medium
Unity	High
Visual Dominance of Feature	Dominant

III.7.1.IF2 Bixby Landing
(MON-1-59.4)

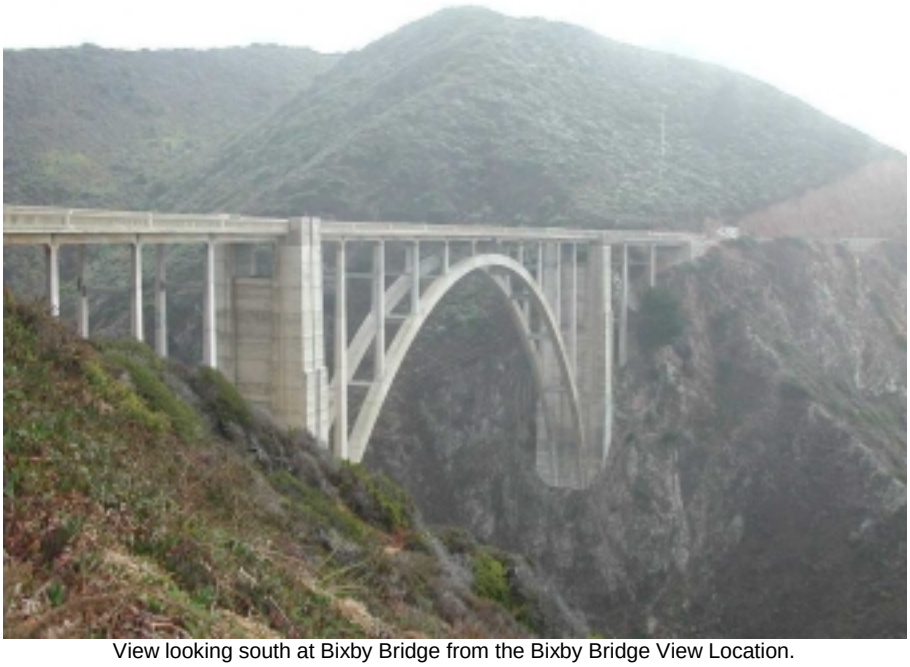
View looking north from Highway 1 toward Bixby Landing.

Bixby Landing is a small, protected bay surrounded by a rocky coastline. Bixby Bridge, a large arch bridge that spans over Bixby Creek and the bay, is a well-known landmark and another example of early 20th century engineering. Its high concrete arch provides a dramatic change from the natural surroundings and has become a symbol of the Central Coast. It is not considered a detraction from the surrounding scenic quality. Another factor contributing to this scenic feature's character is that the bridge was constructed in an area of very steep and mountainous terrain, with tall coastal bluffs that are located on both sides of the bridge. The bridge creates a memorable and highly vivid image, while at the same time, the concrete structure is quite distinct from the surrounding landscape, resulting in medium intactness. The location of this feature is shown on Map 12 in Appendix A.

The visual quality ratings of this intrinsic feature are as follows:

Visual Quality	Ratings
Vividness	High
Intactness	Medium
Unity	High
Visual Dominance of Feature	Co-dominant

III.7.1.IF3 Bixby Bridge
(MON-1-59.4)



View looking south at Bixby Bridge from the Bixby Bridge View Location.

Bixby Bridge is the most famous of Big Sur's historic concrete arch bridges and is one of the highest single-span concrete arch bridges in the world. Its beauty is matched only by the ocean waves crashing on the rocky coastline below. Reaching over 260 feet high and over 700 feet long, it is probably the most photographed feature along the Coast Highway. The typical vegetation in the surrounding area is coastal scrub and chaparral. There are no other man-made features in the area except for the Old Coast Road, which winds up the canyon on the north side of the bridge. The location of this feature is shown on Map 12 in Appendix A.

The visual quality ratings of this intrinsic feature are as follows:

Visual Quality	Ratings
Vividness	High
Intactness	High/medium
Unity	High/medium
Visual Dominance of Feature	Dominant

III.7.2 Rocky Point Landscape Unit
(MON-1-59.6/61.9)

View from Highway 1 looking north at the rocky shoreline and low coastal bluffs of the Rocky Point Landscape Unit.

In the Rocky Point Landscape Unit, the hillsides are steep and in some areas set back to the east. In some places the flat coastal plain continues on until the cliffs drop to the sea; in other places there are only steep cliffs. The elevation is low compared to the areas immediately to the south, approximately 200 feet. There are uninterrupted views of the Pacific Ocean, bluffs and kelp beds. The location of this landscape unit is shown on Maps 12 and 13 in Appendix A.

Coastal scrub and frequent groves of pine and eucalyptus are the dominant vegetation types in this area. This area is within the California Sea Otter Game Refuge.

Rocky Creek Bridge, smaller but similar in design to Bixby Bridge, is a dominant structure within this landscape unit. Scattered residences, signage, power poles, and small road cuts are prevalent along the roadway.

One view location and two intrinsic features were identified within this landscape unit. The visual quality ratings of this landscape unit are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Subordinate/inevident

III.7.2.VL1 Notley's Landing View Pullout

(MON-1-61.8)

View of the paved Notley's Landing View Pullout and the rocky shoreline in the distance.

Notley's Landing View Pullout is a small paved pullout just to the north of Notley's Landing Cabin. The pullout provides an intermediate view of the rocky coastline including a seastack with a natural arch, coastal bluffs, kelp beds and a distant glimpse of the Rocky Creek Bridge. Although a barbed wire fence lines the roadway and a large house sits in the view atop the coastal bluffs, these are minor detractions to the visual quality of this view location. The location of this view is shown on Map 13 in Appendix A.

The visual quality and viewer exposure ratings of this view location are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Subordinate

Viewer Exposure	
Angle	Ideal
Distance	Intermediate, Distant
Position	Above

III.7.2.IF1 Cabin at Notley's Landing (Swetnam-Trotter House)

(MON-1-61.8)

This view looking north from Highway 1 shows the historic cabin near Notley's Landing (Swetnam-Trotter House).

The Swetnam-Trotter House, also known as the cabin at Notley's Landing, is a three-story homestead style cabin located on the northbound (eastern) side of the Coast Highway. Even though it is set back from the road beyond a grove of eucalyptus trees, its bright red color makes it easy to locate for the northbound traveler. The cabin is less apparent to southbound travelers. The combination of rustic architecture, bright color and setting create a unique and memorable image along the Coast Highway. More modern outbuildings, power poles, fences, non-native plants and trees tend to reduce the visual quality of the landscape. The location of this feature is shown on Map 13 in Appendix A.

The visual quality ratings of this intrinsic feature are as follows:

Visual Quality	**Ratings**
Vividness	High-medium
Intactness	medium
Unity	medium
Visual Dominance of Feature	Subordinate

III.7.2.IF2 Rocky Creek Bridge

(MON-1-60.1)

From this view looking south near Rocky Point, the Rocky Creek Bridge is visible in the distance.

Less than a mile north of Bixby Bridge is the smaller concrete arch bridge over Rocky Creek. Flowing out of a steep canyon, Rocky Creek empties into a small protected bay and into the ocean. The location of this feature is shown on Map 12 in Appendix A.

The terrain is steep and mountainous with coastal bluffs on the west side of the road.

Low-lying coastal sage scrub and chaparral are the prominent vegetation types. In contrast to the setting around Bixby Bridge, there are several residences scattered throughout this area that detract from the overall intactness of this feature.

The visual quality ratings of this intrinsic feature are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	Low
Unity	High
Visual Dominance of Feature	Dominant heading southbound/ Inevident heading northbound

III.7.3 Kasler Point Landscape Unit
(MON-1-61.9/62.9)

This view looking south along Highway 1 shows the groves of cypress trees that have been planted to screen residences.

In the Kasler Point Landscape Unit, hillsides are steep on the east side of the roadway. To the west the flat coastal plain continues on until the cliffs drop to the sea. There are uninterrupted views of the Pacific Ocean, bluffs and kelp beds in places within this landscape unit. The location of this landscape unit is shown on Map 13 in Appendix A.

Coastal scrub and frequent groves of cypress and eucalyptus are present in this landscape unit. The cypress trees are often planted around residences and other structures to screen them from view from the highway, but at the same time they create significant view obstruction. The areas just off the coast along this landscape unit are within the California Sea Otter Game Refuge.

The primary detracting features within this landscape unit are the increase in residences, roadside signage, and long lines of power poles along the northbound side of the road. Small road cuts providing access to residences in the hills are prevalent in the hillsides to the east.

The increase in development, tree planting and other detracting features combine to obstruct views and reduce the vividness of this landscape unit. These same features also reduce the intactness of the landscape and have little unity with the natural environment.

One view location was identified within this landscape unit. The visual quality ratings of this landscape unit are as follows:

Visual Quality	Ratings
Vividness	Low
Intactness	Medium
Unity	Medium
Visual Dominance of the Coast Highway	Co-dominant

III.7.3.VL1 Abalone Cove

(MON-1-62.6)

The Abalone Cove pullout offers an intimate view of the coastline.

Abalone Cove is a small paved view location on the southbound (western) side of the road. This is marked as a “Vista Point” with a curb separating this pullout from the highway and a decorative chain fence outlining the perimeter of the turnout. The view from this location is not a dramatic sweeping vista of the coastline, but rather an intimate close range view of a small, rocky, inlet and kelp beds. The view location is unique for this reason and provides an “up close” view of the ocean and coastal environment. While the vividness of the view is not high, the intactness and unity of the elements within the view are. The location of this view is shown on Map 13 in Appendix A.

The visual quality and viewer exposure ratings of this view location are as follows:

Visual Quality	**Ratings**
Vividness	Medium
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Inevident

Viewer Exposure	
Angle	Ideal
Distance	Near
Position	Above

III.7.4 Granite Canyon Landscape Unit

(MON-1-62.9/65.4)

The view looking south along Highway 1 shows the flat coastal plains and steep hillsides that are characteristic of the Granite Canyon area.

The Granite Canyon Landscape Unit is characterized by the flat coastal plain to the west between the roadway and the ocean, and steep hillsides to the east. Dramatic cliffs can be seen dropping to the sea. River gorges, such as Garrapata Creek, with its red-walled granite gorge are noted features in this landscape unit. Other features are more seasonal features such as the springtime display of Calla lilies near Doud Creek. Throughout this landscape unit there are uninterrupted views of the Pacific Ocean, bluffs and kelp beds. Low coastal scrub is the dominant vegetation type in this area. There are, however, views of man-made structures that detract from the overall visual quality including roadside signage, power poles and power lines, and visible road cuts in the hillsides to the east. Many homes are also located along this landscape unit. The location of this landscape unit is shown on Map 13 in Appendix A.

Two view locations were identified in this landscape unit, however, no intrinsic features were identified. The visual quality ratings of this Landscape Unit are as follows:

Visual Quality	Ratings
Vividness	Medium
Intactness	Medium
Unity	Medium
Visual Dominance of the Coast Highway	Co-dominant

III.7.4.VL1 Garrapata Creek

(MON-1-62.6)

View from Highway 1 looking north at the rugged shoreline and coastal trails of Garrapata State Park.

The Garrapata Creek View Location consists of a long dirt turnout along the southbound (western) side of the road that provides parking for hiking access to Garrapata Creek as well as excellent views of the coastline. This view location also provides close range views of the ocean and rocky coastline. Several hiking trails start from this area and meander amongst the coastal sage scrub and chaparral, eventually leading to the beach. There are few features that detract from this view location, which contributes to its high visual quality ratings. The location of this view is shown on Map 13 in Appendix A.

The visual quality and viewer exposure ratings of this view location are as follows:

Visual Quality	Ratings
Vividness	High
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Subordinate/ inevident

Viewer Exposure	
Angle	Acute
Distance	Near/intermediate
Position	Above/same

III.7.4.VL2 Granite Canyon

(MON-1-64.2)

Looking northwest from Highway 1, the Granite Canyon View Location offers intimate views of the rocky coastline.

The Granite Canyon View Location consists of a small dirt turnout along the southbound (western) side of the roadway. This view location provides a more intimate view of the ocean, similar to the Abalone Cove Vista Point, but also longer distance views up the coast. Views of the kelp beds, rocky coastline, and cliffs are the key components of the view. While there are a number of features that detract from the broader visual quality (e.g. houses, barbed wire fences, power poles and road cuts in distant hillside), they do not substantially affect the visual elements that are the focus of the view from this location. The location of the Granite Canyon View is shown on Map 13 in Appendix A.

The visual quality and viewer exposure ratings of this view location are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Subordinate

Viewer Exposure	
Angle	Ideal
Distance	Intermediate
Position	Above

III.7.5 Soberanes Creek Landscape Unit

(MON-1-65.4/67.2)

Looking north, the Coast Highway wanders through the coastal hills that make up the Soberanes Creek Landscape Unit.

This landscape unit is characterized by steep hillsides and cliffs dropping to the ocean with broad, uninterrupted and striking views of the Pacific Ocean and the sublime rocky coastline below. There are long rows of cypress trees along the northbound (eastern) side of the highway in many areas, some of which are considered historic landscapes. Most of the trees are associated with homes or along fence lines. Seasonal features such as the bright yellow massed displays of lizardtail in early summer and masses of pink buckwheat flowers in the fall are prominent in this landscape unit. Soberanes Point, also located in this landscape unit, includes a prominent knoll, which is a well-known landmark for locals. The location of this landscape unit is shown on Maps 13 and 14 in Appendix A.

This is the last landscape unit before the character of the highway starts to change dramatically as it enters more developed areas to the north. While the predominant feeling is natural, there are power poles that line the northbound (eastern) side of the road that create a significant detraction from the natural beauty. Roadside signage is also more prevalent given the low-lying vegetation.

One view location and one intrinsic feature were identified within this landscape unit. The visual quality ratings of this landscape unit are as follows:

Visual Quality	Ratings
Vividness	Medium
Intactness	Medium
Unity	Medium
Visual Dominance of the Coast Highway	Co-dominant

III.7.5.VL1 Lobos Rocks

(MON-1-67)

View of Lobos Rocks from the Lobos Rocks View Location. Soberanes Point and Point Sur are visible in the distance.

Lobos Rocks View Location consists of a small dirt turnout with an excellent view of Lobos Rocks. There are also distant views of Soberanes Point and Hurricane Point, as well as more intimate views of kelp beds and the rocky coastline. Power lines, road cuts and barbed wire fences are visible from this view location, but do not substantially affect the high visual quality of this view location. The location of this view is shown on Map 13 in Appendix A.

The visual quality and viewer exposure ratings of this view location are as follows:

Visual Quality	Ratings
Vividness	High
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Subordinate

Viewer Exposure	
Angle	Acute
Distance	Intermediate/distant
Position	Same/above

III.7.5.IF1 Lobos Rocks

(MON-1-65.6)

Looking west from Highway 1, Lobos Rocks sit just beyond the kelp beds.

Lobos Rocks are two large rocks that sit off the coast, just beyond the kelp beds. They are easily recognizable features amongst the rocky coastline because they are the two largest rocks in the area. The mainland terrain in the vicinity of the rocks is gently sloping as a flat coastal bluff extends west from the roadway to the ocean. Farther to the east, the land becomes more steep and mountainous. Low lying coastal sage scrub and chaparral are the prominent vegetation types in this area. There are no structural or man-made features along this section of road. The location of this feature is shown on Map 13 in Appendix A.

The visual quality ratings of this intrinsic feature are as follows:

Visual Quality	**Ratings**
Vividness	Medium
Intactness	High
Unity	High
Visual Dominance of the Feature	Subordinate

III 7.6 Otter Cove Landscape Unit

(MON-1-67.2/67.9)

View looking north along Highway 1 with cypress trees and other vegetation planted to shield views of residences.

The Otter Cove Landscape Unit is characterized by steep hillsides and residential subdivisions that are located between the Coast Highway and the ocean. Nonetheless, there are some uninterrupted and striking views of the Pacific Ocean and the rocky coastline below within this landscape unit. The roadway is set back farther from the ocean than in other locations to the south. The location of this landscape unit is shown on Map 14 in Appendix A.

Cypress trees and non-native vegetation have been planted, primarily in areas where residences have been built to screen them from view. Roadside signage and power poles reinforce the scenic change from the more natural and open aesthetic of the landscape units to the south.

It is at this point along the highway when traveling north that the elements of residences, utilities, signage and the general concentration of urban development begin to substantially affect the visual quality. Views of the ocean and coastline become less frequent, reducing the vividness of the landscape.

No view locations or intrinsic features were identified within this landscape unit.

The visual quality ratings of this landscape unit are as follows:

Visual Quality	**Ratings**
Vividness	Medium
Intactness	Medium
Unity	Medium
Visual Dominance	Co-dominant

III.8 POINT LOBOS

(MON-1-67.9/72.4)

View from Highway 1 of the Carmel Highlands Station and Store.

View from Highway 1 looking south toward Monastery Beach.

Within the Point Lobos Viewshed the road passes through Monterey pine forests and periodically offers small scenic views of rocky coves and rugged coastline. Creeks empty out of forested ravines and pass under small bridges at various points along the roadway. Large homes and mansions can be seen as the road passes through the community of Carmel Highlands. This viewshed becomes more intensely populated with residences, houses and commercial land uses as it heads northward toward the City of Carmel. The location of this viewshed is shown on Map 14 in Appendix A.

Many types of trees, Monterey pine forests, wooded and ocean views, the Carmel River, Wildcat Creek, beautiful homes and Carmel Bay are all scenic elements within this viewshed. This mixture of development and natural features is dramatically different and more intense that anywhere else along the Coast Highway. Roadside signage also is much more intense in this viewshed, indicating the increased density of residences and businesses. A quiet and natural respite is provided where the Coast Highway passes through Point Lobos State Reserve. Immediately after this short section the communities of Carmel and Pebble Beach are clearly visible, and homes and shopping centers become the predominant visual image.

The participants at the Scenic Workshop identified two areas within Viewshed 8. The southern half of this viewshed was identified as the “Carmel Highlands” corridor section, which begins at Malpaso Creek and ends at Point Lobos. This area is generally consistent with the Carmel Highlands Landscape Unit described below. Participants indicated that one of the most prominent features along this stretch is the Chevron Gas Station. They also noted that the signs associated with many of the area businesses and power poles detract from the overall visual quality of this stretch of the coast.

The northern half of this viewshed was identified by the participants as the “Point Lobos” corridor section, which stretches from Point Lobos to Rio Road. This report breaks this area into two distinct Landscape Units (Point Lobos State Reserve and Carmel River described below). Participants commented that power poles are quite obvious in this area and detract from the overall visual quality. Two unique attributes identified by the participants were the Carmelite Monastery and Carmel River State Beach. Participants also noted the residential development in the area and that their lights are visible at

night, traffic is heavy in this stretch (particularly near Carmel River State Beach) and power poles and signage are more prominent.
This scenic viewshed includes three landscape units, two view locations and four intrinsic features. The visual quality ratings of this viewshed are as follows:

Visual Quality	**Ratings**
Vividness	Medium
Intactness	Medium
Unity	Medium
Visual Dominance of the Coast Highway	Co-dominant

III 8.1 Carmel Highlands Landscape Unit

(MON-1-67.9/69.8)

View looking south as Highway 1 passes through the center of Carmel Highlands.

The Carmel Highlands Landscape Unit winds through Monterey pine and cypress forests. There are many residences, businesses and occasional views of the coast. These coastal views exhibit intimate coves and small river canyons, such as Wildcat Cove and the ruggedly forested Wildcat Canyon gorge just north of the Highlands View Pullout. The roadway passes over several historic bridges and is generally at an elevation of 30 to 60 meters (100 to 200 feet). At many points, the road is enclosed by dense, Monterey pine forests providing only brief views of the ocean and coastline. Because of the intensity of development and landscaped yards, many non-native plants grow along this section of highway. Signage and power poles are also prevalent along the roadway. The location of this landscape unit is shown on Map 14 in Appendix A.

The visual quality of this landscape unit is a dramatic change from areas to the south. Vividness is now dominated by unique residential architecture and mansions in cliff-side settings. While in the classic sense intactness and unity could be considered low due to the mixture and intensity of residential development and natural features, the use of natural materials and landscaping, in attempts to blend structures with the surrounding environment, have been successful in many areas, creating a palatable co-existence of natural and man-made elements.

One view location and two intrinsic features were identified within this landscape unit. The visual quality ratings of this landscape unit are as follows:

Visual Quality	**Ratings**
Vividness	Medium
Intactness	Medium
Unity	Medium
Visual Dominance of the Coast Highway	Co-dominant

III.8.1.VL1 Highlands View Pullout

(MON-1-69.4)

View from the Highlands View Pullout looking northwest at Bird Rock.

Highlands View Pullout can be easily overlooked on the southbound (western) side of the roadway directly across from the Highlands Inn. It is a small paved turnout with tall Monterey pine trees and barbed wire at its periphery, blocking most of the view. But a peek through the trees and fencing reveals the picturesque rock formation of Bird Island. Driveways and residences are on either side of the view location and the site itself is littered with trash. Bird Island, the calm waters of the bay and the kelp beds below reward the viewer who takes the time to pull off and take a look. The location of this view is shown on Map 14 in Appendix A.

The visual quality and viewer exposure ratings of this view location are as follows:

Visual Quality	**Ratings**
Vividness	Medium
Intactness	Medium
Unity	Medium
Visual Dominance of the Coast Highway	Inevident

Viewer Exposure	
Angle	Ideal
Distance	Near
Position	Above

III.8.1.IF1 James House Masonry Wall

(MON-1-69.4)

View of the James House Masonry Wall located along the southbound lane of Highway 1.

The James House Masonry Wall is a reflection of the architectural style and creativity exhibited in the built environment in the Carmel Highlands Landscape Unit. The unique wall made from golden granite attracts attention from many passers-by, which often leads the traveler to more closely view other houses and architectural elements along this portion of the Coast Highway. While the wall is not highly vivid, it is unique in its setting and construction making it a memorable feature characteristic of Carmel Highlands. The location of this feature is shown on Map 14 in Appendix A.

The visual quality ratings of this intrinsic feature are as follows:

Visual Quality	Ratings
Vividness	Medium
Intactness	Medium
Unity	Medium
Visual Dominance of Feature	Subordinate

III.8.1.IF2 Carmel Highlands Station and Store

(MON-1-69.6)

View from Highway 1, of the Carmel Highlands Station and Store, which is an eclectic mix of aesthetic elements.

Carmel Highlands Station and Store is an eclectic mix of aesthetic elements; a Spanish-style building with white stucco walls and a red terra cotta roof, two red English telephone booths, a gas station and a large modern Chevron sign. There are a few other buildings close by but this building is the most prominent and draws the attention of travelers either beginning their journey southward through Big Sur or heading northward from Big Sur into Carmel. The location of this feature is shown on Map 14 in Appendix A.

The visual quality ratings for this feature vary. Commercial signage and parking areas detract from the landscape resulting in a medium intactness and a low unity rating, however, because this building is hard to miss it is rated as highly vivid. This feature is also identified as a historic resource in the historic inventory report.

The visual quality ratings of this intrinsic feature are as follows:

Visual Quality	Ratings
Vividness	High
Intactness	Medium
Unity	Low
Visual Dominance of Feature	Dominant

III.8.2 Point Lobos State Reserve Landscape Unit

(MON-1-69.8/70.6)

View from Highway 1 looking south at the dense Monterey pine forest and the entrance to Point Lobos State Reserve.

The Point Lobos State Reserve Landscape Unit is a stretch of the Coast Highway that is level and passes through a dense forest of Monterey pine and cypress. In fact, Point Lobos State Reserve contains one of the few remaining groves of native Monterey cypress. The now protected sculpted headland of Point Lobos State Reserve, which is visible as far south as Monastery Beach, was named by the Spanish explorers after the barking sea lions (lobos del mar). Sea lions, otters, and, in winter, whales are often seen offshore or in the many picturesque coves along this landscape unit. Views from the roadway are limited by the dense pine forest that lines the roadway. Because the roadway is more inland in this area, there are no views of the ocean. The forested landscape and lack of development are unique along the highway and quite memorable. The location of this landscape unit is shown on Map 14 in Appendix A.

Several roadside signs and a few power poles are the only detracting features in this landscape unit.

No view locations or intrinsic features were identified within this landscape unit. The visual quality ratings of this landscape unit are as follows:

Visual Quality	Ratings
Vividness	Medium
Intactness	High
Unity	High
Visual Dominance of the Coast Highway	Co-dominant

III.8.3 Carmel River Landscape Unit

(MON-1-70.6/72.4)

View along Highway 1 looking south near Monastery Beach.

The Carmel River Landscape Unit is where the road leaves the forested area of Point Lobos State Reserve and the landscape opens up to gently rolling hills. The road's elevation is low and at points close to sea level. This is an active agricultural area and signs of agricultural use are visible from the roadway, such as the former Odello artichoke field, which extends from the highway to the cliffs. Residential areas are prominent along both sides of the highway. Small groves of Monterey pine and cypress are also found in this landscape unit, however, chaparral and coastal scrub become more dominant as one travels north. Serra Cross, a distant cross on a small knoll, marks the mouth of the Carmel River. The location of this landscape unit is shown on Map 14 in Appendix A.

The crescent shaped beach, ocean views and the Carmelite Monastery are the primary scenic features within this landscape unit, giving it relatively high vividness. However,

the combination of natural, residential and agricultural land uses tends to reduce the intactness of the landscape and there is little unity between these different elements.

One view location and two intrinsic features were identified within this landscape unit. The visual quality ratings of this landscape unit are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	Medium
Unity	Medium
Visual Dominance of the Coast Highway	Co-dominant

III.8.3.VL1 Monastery Beach

(MON-1-58.3)

View from Highway 1 looking northwest at the sandy beach and blue waters at Monastery Beach.

The Monastery Beach view location consists of a long dirt turnout along the southbound (western) side of the highway. Monastery Beach is a beautiful, crescent-shaped, sandy beach used by beach goers and scuba divers. This view location is extremely popular in good weather and on weekends, which can result in a solid row of parked cars along the southbound (western) shoulder of the Coast Highway, detracting significantly from the overall visual quality of the area. The views from the beach are spectacular and include not only natural elements but also views of the towns of Carmel and Pebble Beach and the Monterey Peninsula in the distance. There are some improvements at the beach that detract from the natural setting, including restroom facilities that have been constructed at the southern end of the beach and portable bathrooms that have been

placed in the area because of the extensive use. The location of this view is shown on Map 14 in Appendix A.

The visual quality and viewer exposure ratings of this view location are as follows:

Visual Quality	**Ratings**
Vividness	Medium
Intactness	Medium
Unity	High
Visual Dominance of the Coast Highway	Inevident

Viewer Exposure	
Angle	Ideal
Distance	Near/intermediate
Position	Same

III.8.3.IF1 Carmelite Monastery

(MON-1-71.2)

The Carmelite Monastery is tucked against the hillside, just east of Highway 1.

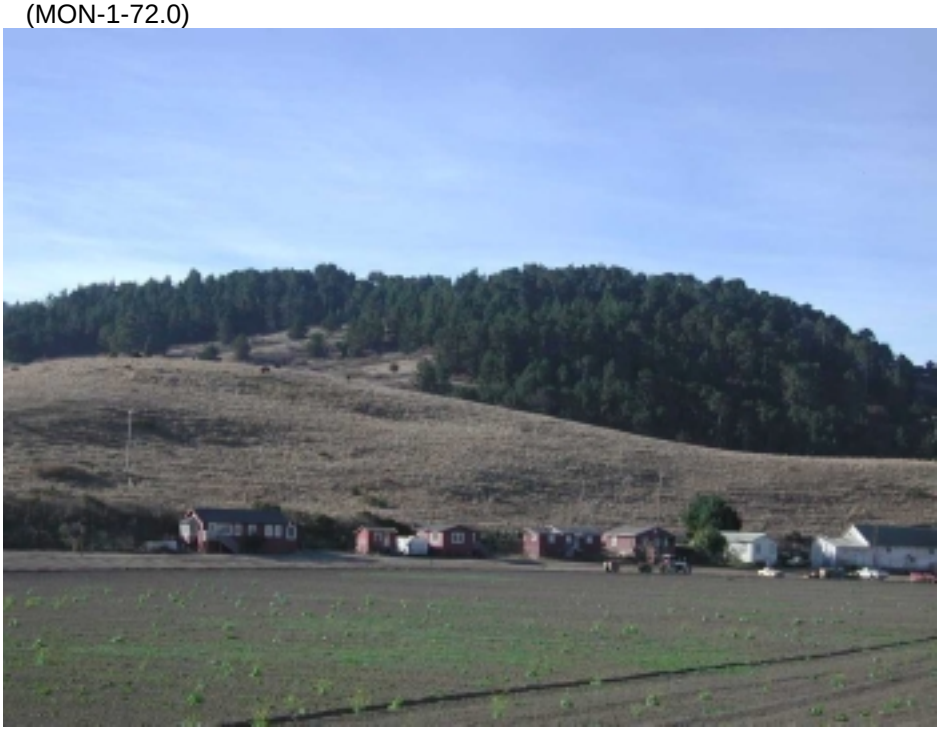
The Carmelite Monastery is a classic Spanish Colonial-style building located off the northbound (eastern) side of the Coast Highway. The monastery is set on a flat grassy plain above the Coast Highway with Monterey pine and cypress framing the historic building. Steep hills form a dramatic backdrop. The monastery is most visible when traveling in the northbound direction. Southbound roadway users may never notice the monastery unless they stop at Monastery Beach (Carmel River State Beach), which is directly across the highway. The monastery is considered an intrinsic scenic feature because of its architectural style, landscape and setting. The location of this feature is shown on Map 14 in Appendix A.

The visual quality ratings of this intrinsic feature are as follows:

Visual Quality	Ratings
Vividness	High
Intactness	Medium
Unity	High
Visual Dominance of Feature	Co-dominant

III.8.3.IF2 Rancho Odello East

(MON-1-72.0)



View from Highway 1 looking south at the red farm buildings and agricultural fields just south of the Carmel River Bridge.

Looking across the flat agricultural land, these red and white farm buildings are the symbol (for the southbound traveler) of leaving Carmel and beginning the rustic and rural drive along the Big Sur Coast. The small cottage architecture along with the red and white color, make these structures highly vivid against the agricultural and natural backgrounds. The cottages and agricultural setting are also unique given the close proximity to more modern shopping centers and resort development in the town of Carmel. The location of this feature is shown on Map 14 in Appendix A.

The agricultural aesthetic is very strong and provides a high level of intactness and unity. The visual quality ratings of this intrinsic feature are as follows:

Visual Quality	**Ratings**
Vividness	High
Intactness	High
Unity	High
Visual Dominance of Feature	Dominant heading southbound Subordinate heading northbound

[Insert Summary Table]

SUMMARY OF SCENIC QUALITIES

Viewshed 1 – Southern Gateway

	Common Name	Location - PM*	Overall Visual Quality	Contributors to Visual Quality	Detractors from Visual Quality
Viewshed 1	Southern Gateway	SLO*-1-71.5/ 73.0	medium	• white sandy beaches • creeks • ocean rock formations • mostly native vegetation	• buildings • fences • driveways • mailboxes • road cuts on distant hillsides • signage
Landscape Unit 1.1	San Carpoforo Creek	SLO-1- 71.5/72.1	medium	• white sandy beaches • creek and drainage • mostly native vegetation	• houses and buildings • fences • driveways • mailboxes • signage
Landscape Unit 1.2	Ragged Point Inn	SLO-1-72.1/73.0	medium	• ocean rock formations • natural landscape • sweeping ocean views • forested ravines and creeks	• houses and buildings • fences • driveways • mailboxes • signage
View Location 1.2.VL1	Ragged Point	SLO-1- 72.5	medium	• sweeping ocean views • San Carpoforo Beach • rock formations of Ragged Point	• dead and dying eucalyptus trees • stumps • litter
Intrinsic Scenic Feature 1.2.IF1	Ragged Point Inn	SLO-1- 72.9	medium	• location • architecture • utilizes natural colors	• buildings • gas station • signage • non-native plants

* All PMs are in Monterey County (MON) unless otherwise noted
SLO = San Luis Obispo County

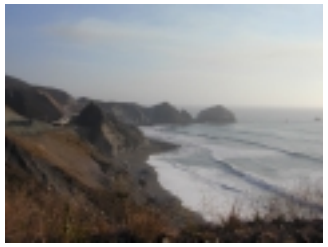
Viewshed 2 – Gorda Coast

	Common Name	Location - PM	Overall Visual Quality	Contributors to Visual Quality	Detractors from Visual Quality
Viewshed 2	Gorda Coast	SLO-1- 73.0/MON-1-11.4	high	• winding road • dramatic variations in elevation • forested canyons and ravines • waterfalls • sweeping ocean views • rocky coastline	• signage • metal guard rails • barbed wire fences • pampas grass/non-native plants
Landscape Unit 2.1	Salmon Creek	SLO-1- 73.0 – MON-1- 7.0	high	• winding road • dramatic variations in elevation • forested canyons and ravines • Salmon Creek waterfall • mostly native vegetation	• residences • metal guard rails • barbed wire fences • large boulders defining edge of cliffs
View Location 2.1.VL1	Salmon Creek	MON-1-2.2	high	• scenic waterfall • lush forested ravine/river canyon	• metal guard rails • signage for trails and roadways
View Location 2.1.VL2	South Coast	MON-1-4.65	medium	• protected turnout • sweeping view of coast and kelp beds	• berms and debris from old landslides • large boulders defining edge of cliffs
Intrinsic Scenic Feature 2.1.IF1	Salmon Creek Waterfall	MON-1-2.2	high	• scenic waterfall • lush forested ravine/river canyon • mostly native vegetation	• metal guard rails • signage for trails and roadways
Intrinsic Scenic Feature 2.1.IF2	Soda Spring	MON-1-3.8	medium	• drinking fountain • historic feature • rockwork blends nicely with surroundings • mostly native vegetation	• metal pipe • unmaintained
Intrinsic Scenic Feature *2.1.IF3*	Redwood Gulch	MON-1-5.6	high	• native redwoods • gulch	• landslide area • rubble on roadside

Viewshed 2 – Gorda Coast

	Common Name	Location - PM	Overall Visual Quality	Contributors to Visual Quality	Detractors from Visual Quality
Landscape Unit 2.2	Alder Creek	MON-1-7.0/ 9.9	medium	• large mountains • steep cliffs • dramatic variations in elevation • sweeping ocean views • stone guard rails	• road washout • landslides • pampas grass • road repairs • crib walls • berms and debris from old landslides • driveways • power poles • signage
View Location 2.2.VL1	Alder Creek	MON-1-8.5	medium	• close-up and distant views of coastline and kelp beds • Alder Creek Beach	• roadwork • landslide rubble • power poles • road cuts
Landscape Unit 2.3	Gorda	MON-1-9.9/11.4	medium	• wide open spaces • rolling hills • ocean views • steep cliffs • Gorda	• buildings • pampas grass
View Location 2.3.VL1	Cape San Martin Overlook	MON-1-11.35	high	• Cape San Martin Rock • views of rugged coastline and bay	• trees obstructing views to the south • metal guard rails
Intrinsic Scenic Feature 2.3.IF1	Gorda	MON-1-10.2	medium	• architecture • location	• signage • parking areas

Viewshed 3 – Lucia Coast



	Common Name	Location - PM	Overall Visual Quality	Contributors to Visual Quality	Detractors from Visual Quality
Viewshed 3	Lucia Coast	MON-1-11.4/ 24.7	high	• flat coastal bluffs • sandy beaches and coves	• pampas grass • buildings • campgrounds • power poles
Landscape Unit 3.1	Cape San Martin	MON-1-11.4/12.1	medium	• dramatic ocean views • variations in elevation	• landslides • road washouts • road repair
View Location 3.1.VL1	Willow Creek Picnic Grounds	MON-1-11.8	high	• close-up/intermediate views of ocean, coves and inlets.	• signage • large boulders defining edge of cliffs
Intrinsic Scenic Feature 3.1.IF1	Cape San Martin	MON-1-11.5	medium	• large rock formation • beach and coves	• pampas grass • berms and debris from landslides
Landscape Unit 3.2	Willow Creek	MON-1-12.1/13.2	high	• steep, rocky hillsides • steep drop-offs to ocean • striking views • rocky coastline	• pampas grass • dirt roads • driveways
Intrinsic Scenic Feature 3.2.IF1	Willow Creek Fountain	MON-1-12.25	medium	• possible historic feature • rockwork blends nicely with surroundings • large boulder	• pampas grass • other non-native plants and grasses • semi-maintained
Landscape Unit 3.3	Pacific Valley	MON-1-13.2/16.54	high	• low coastal bluffs • flat grassy plains • cliffs • agriculture • white sandy beaches	• remnants of buildings where the town of Pacific Valley Store (burned down) • Sand Dollar Beach parking lot

Viewshed 3 – Lucia Coast

	Common Name	Location - PM	Overall Visual Quality	Contributors to Visual Quality	Detractors from Visual Quality
View Location 3.3.VL1	Pacific Valley Marine Terrace	MON-1-16.0	high	• long, white, sandy, crescent-shaped beach • Plaskett Rock • flat coastal bluffs • ocean views up and down the coast	• power poles
Intrinsic Scenic Feature 3.3.IF1	Plaskett Rock/ Sand Dollar Beach	MON-1-14.6	high	• long, white, sandy, crescent-shaped beach • Plaskett Rock • flat coastal bluffs • coves	• signage • parking facility
Landscape Unit 3.4	Wild Cattle Creek	MON-1-16.45/ 8.45	high	• steep rocky mountains • cliffs dropping to ocean • striking views • rocky coastline • mainly native vegetation	• pampas grass • metal guard rails • signage • road cuts
Landscape Unit 3.5	Kirk Creek	MON-1-18.45/ 19.0	high	• forested river canyons • close-up/intermediate views of ocean, coves and inlets	• metal guard rails • signage • road cuts • pampas grass
View Location 3.5.VL1	Mill Creek	MON-1-18.65	medium	• close-up/intermediate views of ocean, coves and inlets	• metal guard rails • signage • road cuts • pampas grass
Landscape Unit 3.6	South Rockland	MON-1-19.0/20.9	high	• steep rocky mountains • cliffs dropping to ocean • striking views • rocky coastline • mainly native vegetation	• metal guard rails • road cuts • pampas grass
Intrinsic Scenic Feature 3.6.IF1	Lucia Fountain	MON-1-20.4	high	• historic feature • rockwork blends nicely with surroundings • waterfall • ocean views	• pampas grass

Viewshed 3 – Lucia Coast

	Common Name	Location - PM	Overall Visual Quality	Contributors to Visual Quality	Detractors from Visual Quality
Landscape Unit 3.7	Rain Rocks	MON-1-20.9/22.1	low	• dramatic ocean views	• landslides • road washouts • road repair • chain link netting on cliffs • pampas grass
Intrinsic Scenic Feature 3.7.IF1	Limekiln State Park/ Rockland Landing	MON-1-21.0	medium	• redwood trees • sandy beach and cove • steep ravines • creek	• campsites • signage
Intrinsic Scenic Feature 3.7.IF2	Rain Rocks	MON-1-21.4	low	• interesting rock formation and slide area • steep cliffs	• road repair • chain link fencing covering hillsides
Landscape Unit 3.8	Lucia	MON-1-22.1 – 23.4	medium	• Lucia • rolling hills and open terrain • native vegetation	• buildings • signage • driveways
View Location 3.8.VL1	Lucia	MON-1-23.0	high	• sweeping ocean views and steep cliffs • views of mountains and coastline	• non-native plants • graded picnic area • signage • power poles
Intrinsic Scenic Feature 3.8.IF1	Lucia	MON-1-23.0	medium	• interesting stop • cliff-top cabins and restaurant	• non-native plants • signage • power poles
Landscape Unit 3.9	Lopez Point	MON-1-23.4 /24.7	high	• steep rocky mountains • cliffs dropping to ocean • striking views • rocky coastline	• metal guard rails • dirt roads • road cuts • pampas grass

Viewshed 4 – Central Big Sur Coast

	Common Name	Location - PM	Overall Visual Quality	Contributors to Visual Quality	Detractors from Visual Quality
Viewshed 4	Big Creek/Central Big Sur Coast	MON-1-24.7/ 44.3	medium	• transition zone • forested ravines • many creeks • stone guard rails • rocky coastline	• signage • power poles • road cuts • berms and landslide rubble
Landscape Unit 4.1	Big Creek Coast	MON-1-24.7/32.7	high	• steep rocky hillsides • steep cliffs dropping to ocean • extensive views of ocean and coastline • mainly native vegetation	• signage • metal guard rails • fences • road cuts
View Location 4.1.VL1	Gamboa Point	MON-1-26.3	high	• expansive ocean views • Gamboa Beach and palms • Big Creek Bridge • Rugged coastline	• large boulders in pull-out • guardrails • non-native plants
View Location 4.1.VL2	Big Creek Bridge	MON-1-27.3	high	• Big Creek Bridge • extensive views of ocean and coastline	• crib walls • road reinforcements
View Location 4.1.VL3	Square Black Rock	MON-1-28.6	high	• Square Black Rock • intermediate views of ocean and coastline	• berms and landslide rubble
View Location 4.1.VL4	Dolan Point	MON-1-29.7	high	• sweeping ocean views • intermediate views of coves and inlets	• berms and landslide rubble

Viewshed 4 – Central Big Sur Coast

	Common Name	Location - PM	Overall Visual Quality	Contributors to Visual Quality	Detractors from Visual Quality
Intrinsic Scenic Feature 4.1.IF1	Lopez Rock	MON-1-25.1	high	• noticeable feature in ocean • marks location of Lopez Point	• no detractors
Intrinsic Scenic Feature 4.1.IF2	Rigdon Drinking Fountain	MON-1-26.9	medium	• drinking fountain • historic feature • rockwork blends nicely with surroundings	• unmaintained
Intrinsic Scenic Feature 4.1.IF3	Big Creek Bridge	MON-1-28.1	high	• Big Creek Bridge • intermediate views of ocean and coastline	• pampas grass
Intrinsic Scenic Feature 4.1.IF4	Square Black Rock	MON-1-28.6	high	• Square Black Rock • rolling hills • steep cliffs dropping to ocean	• no detractors
Landscape Unit 4.2	Esalen Coast	MON-1-32.65/35.8	medium	• Santa Lucia Mountain Range • numerous creeks and rivers • forest • waterfalls	• buildings • guard rails • bridges power poles • metal mailboxes • berms and landslide rubble
Landscape Unit 4.3	Partington Coast	MON-1-35.8/42.9	high	• steep rocky hillsides • steep cliffs dropping to ocean • extensive views of ocean and coastline • mainly native vegetation • creeks • redwood forests • stone guard rails	• pampas grass • roadside development
View Location 4.3.VL1	McWay Canyon	MON-1-35.9	high	• very scenic • cove • waterfall • only view location where motorist needs to get out of car to see the view	• non-native trees blocking view • wire fencing
View Location 4.3.VL2	Julia Pfeiffer-Burns Vista Point	MON-1-36.9	medium	• views of ocean and coastline to the	• both large boulders and fence in

Viewshed 4 – Central Big Sur Coast

	Common Name	Location - PM	Overall Visual Quality	Contributors to Visual Quality	Detractors from Visual Quality
				south	turnout defining edge of cliff
View Location 4.3.VL3	Partington Cove	MON-1-37.8	medium	• close-up view of small lush ravine	• dirt fire road • metal guard rail
View Location 4.3.VL4	Lafler Canyon	MON-1-41.0	high	• sweeping ocean views	• large boulders defining edge of cliff
Intrinsic Scenic Feature 4.3.IF1	Torre Canyon Bridge	MON-1-39.7	high	• pines • structural bridge	• no detracting features
Intrinsic Scenic Feature 4.3.IF2	Coast Gallery	MON-1-40.8	medium	• memorable structure • mountainous area	• signage
Landscape Unit 4.4	Coastlands	MON-1-42.9/44.3	medium	• winding uphill climb • redwood forests • funky, colorful mailboxes	• power poles • more signs of urban development
Intrinsic Scenic Feature 4.4.IF1	Deetjen's Big Sur Inn	MON-1-43.1	high	• historic landmark • rustic • blends nicely with environment	• structures • driveways • proximity to highway • signage
Intrinsic Scenic Feature 4.4.IF2	Nepenthe	MON-1-43.8	medium	• architecture • views • history	• crowds • commercial • signage • driveways and parking

Viewshed 5 – Big Sur Valley

	Common Name	Location - PM	Overall Visual Quality	Contributors to Visual Quality	Detractors from Visual Quality
Viewshed 5	Big Sur Valley	MON-1-44.3/54.7	medium	• steep mountains • Big Sur River • redwood forest	• resort areas • signage • power poles • neon lights • non-native vegetation in developed areas • naval facility
Landscape Unit 5.1	Upper Big Sur Valley	MON-1-44.3/46.6	medium	• dense forest • steep hillsides • Ventana Wilderness	• buildings • signage
View Location 5.1.VL1	Gorge View	MON-1-45.8	medium	• views of mountains and gorge	• power poles and wires • gravel and rocks in pullout
Intrinsic Scenic Feature *5.1.IF1*	Post Homestead	MON-1-44.5	medium	• Post Family Homestead • Redwood trees • mountains	• signage • guardrails • powerpoles
Landscape Unit 5.2	Lower Big Sur Valley	MON-1-46.6/49.4	medium	• redwood forest • riparian habitat	• buildings • signage • neon signs • power poles • gas stations • parking lots and fences
Intrinsic Scenic Feature 5.2.IF1	Pfeiffer-Big Sur Meadow	MON-1-47.0	medium	• meadow • riparian habitat • split rail fence	• power poles • signage

Viewshed 5 – Big Sur Valley

	Common Name	Location - PM	Overall Visual Quality	Contributors to Visual Quality	Detractors from Visual Quality
Intrinsic Scenic Feature 5.2.IF2	River Resorts	MON-1-47.5 MON-1-48.1 MON-1-48.6	medium	• cabins • riparian area • Big Sur River	• signage • commercial area • parking lots
Intrinsic Scenic Feature 5.2.IF3	Captain Cooper Redwoods	MON-1-49.4	high	• redwood trees • riparian habitat	• signage
Landscape Unit 5.3	Andrew Molera South	MON-1-49.4/50.9	high	• river valley • less human development • oak woodlands	• signage • power poles • fences
Landscape Unit 5.4	Andrew Molera North	MON-1-50.9/51.9	high	• rolling hills • low coastal plain • chaparral and grassland • open views	• signage • fences
Landscape Unit 5.5	El Sur Ranch	MON-1-51.9/54.7	high	• chaparral and grassland • open views • cattle ranching and agricultural aesthetic	• utilitarian fences • naval facility
View Location 5.5.VL1	Point Sur View	MON-1-54.5	high	• long expanse of white sand beach • coastal bluffs	• roads and buildings on Point Sur
Intrinsic Scenic Feature 5.5.IF1	Point Sur	MON-1-54.5	high	• Point Sur • historic buildings	• structures • access road

Viewshed 6 – Point Sur Coast

	Common Name	Location - PM	Overall Visual Quality	Contributors to Visual Quality	Detractors from Visual Quality
Viewshed 6	Point Sur Coast	MON-1-54.7/58.3	high	• stretches of white sandy beach • rock formations	• power poles • fences • minor road cuts
Landscape Unit 6.1	Point Sur Approach	MON-1-54.7/55.7	high	• extensive ocean views • sand dunes • steep, high road	• road repairs • crib walls • guard rails • ice plant
View Location 6.1.VL1	Point Sur Beach View	MON-1-54.9	high	• stretches of white sandy beach • sand dunes • Point Sur	• fences
View Location 6.1.VL2	Little Sur View Pullout	MON-1-55.7	high	• Little Sur River • rock outcroppings • white sand beach	• fences • signage
Landscape Unit 6.2	Little Sur River	MON-1-55.7/56.5	high	• Little Sur River • low coastal plain • white sandy beach • beautiful river canyon	• fences • viaduct
View Location 6.2.VL1	Pico Blanco	MON-1-56.0	high	• Marble Mountain • hills • creek area	• dirt pile • berms • power poles
Intrinsic Feature 6.2.IF1	Little Sur Lagoon	MON-1-56.1	high	• beach • riparian area • rock formations	• no detracting features
Landscape Unit 6.3	Sierra Hill	MON-1-56.5/58.3	high	• extensive ocean views • tall mountains • steep cliffs dropping to ocean	• power poles • fences • minor road cuts • guard rails
View Location 6.3.VL1	Point Sur	MON-1-58.0	high	• intermediate ocean views • Point Sur	• road cuts in hillside

Viewshed 7 – Bixby Coast

	Common Name	Location - PM	Overall Visual Quality	Contributors to Visual Quality	Detractors from Visual Quality
Viewshed 7	Bixby Coast	MON-1-58.3/67.9	high	• steep and mountainous • flat coastal bluffs and cliffs • unobstructed views of beaches, coves and ocean • forested ravines and creeks • arched bridges	• road cuts • guard rails • power lines • north – more signs of development
Landscape Unit 7.1	Bixby Landing	MON-1-58.3/59.6	high	• steep and mountainous • flat coastal bluffs and cliffs • Bixby Bridge • unobstructed views of beaches, coves and ocean	• road cuts • road repairs • house on hill above Bixby Bridge
View Location 7.1.VL1	Hurricane Point	MON-1-58.3	high	• high elevation • sweeping ocean views	• popular viewpoint • large boulders defining edge of cliff
View Location 7.1.VL2	Bixby Bridge Pullout	MON-1-59.5	high	• large arched bridge • deep river canyon	• boulders in pullout
Intrinsic Scenic Feature 7.1.IF1	Hurricane Point	MON-1-58.3	high	• one of the most westerly points along the coast • high elevation	• major road cut on point
Intrinsic Scenic Feature 7.1.IF2	Bixby Landing	MON-1-59.4	high	• small protected bay • Bixby Bridge • Bixby Creek	• no detracting features
Intrinsic Scenic Feature 7.1.IF3	Bixby Bridge	MON-1-59.4	high	• large arched bridge • deep river canyon	• no detracting features
Landscape Unit 7.2	Rocky Point	MON-1-59.6 – 61.9	high	• varying landscape • Rocky Creek Bridge • creek • rocky coastline	• residences • signage • power poles • small road cuts

Viewshed 7 – Bixby Coast

	Common Name	Location - PM	Overall Visual Quality	Contributors to Visual Quality	Detractors from Visual Quality
View Location 7.2.VL1	Notley's Landing View Pullout	MON-1-61.8	high	• sea stack with natural arch • coastal bluffs • ocean views • kelp beds	• fences • house on bluff
Intrinsic Scenic Feature 7.2.IF1	Notley's Landing Cabin (Swetnam-Trotter House)	MON-1-61.8	medium	• cabin • homestead area	• non-native plants • fences • buildings • power poles
Intrinsic Scenic Feature 7.2.IF2	Rocky Creek Bridge	MON-1-60.1	medium	• scenic bridge • scenic canyon • creek • ocean views	• residences
Landscape Unit 7.3	Kasler Point	MON-1-62.9	medium	• flat coastal bluffs and cliffs • unobstructed views of ocean	• residences • signage • power poles • small road cuts
View Location 7.3.VL1	Abalone Cove	MON-1-62.6	high	• intimate close range view of small rocky inlet and kelp beds	• chain fence
Landscape Unit 7.4	Granite Canyon	MON-1-62.9/65.4	medium	• flat coastal bluffs and cliffs (west) • steep hillsides (east) • unobstructed views of ocean, bluffs and kelp beds	• signage • power poles • road cuts
View Location 7.4.VL1	Garrapata Creek	MON-1-62.6	high	• views of ocean and rocky shoreline • Lobos Rocks in distance • mainly native vegetation	• dirt trails through chaparral
View Location 7.4.VL2	Granite Canyon	MON-1-64.2	high	• varying views of rocky coastline, cliffs and kelp beds	• power poles • barbed wire fences
Landscape Unit 7.5	Soberanes Creek	MON-1-65.4 – 67.2	medium	• steep hillsides and cliffs • broad uninterrupted views	• more developed • power poles • signage
View Location 7.5.VL1	Lobos Rocks	MON-1-67.0	high	• view of Lobos Rocks • more distant views up and down the coast	• power poles • barbed wire fences

Viewshed 7 – Bixby Coast

	Common Name	Location - PM	Overall Visual Quality	Contributors to Visual Quality	Detractors from Visual Quality
Intrinsic Scenic Feature 7.5.IF1	Lobos Rocks	MON-1-65.6	high	• picturesque rock formation of Lobos Rocks • mainly native vegetation • close-up views of the ocean	• no detractors
Landscape Unit 7.6	Otter Cove	MON-1-67.2/67.9	medium	• varying views of rocky coastline, cliffs and kelp beds	• residential subdivisions • power poles • non-native vegetation • signage

Viewshed 8 – Point Lobos

	Common Name	Location - PM	Overall Visual Quality	Contributors to Visual Quality	Detractors from Visual Quality
Viewshed 8	Point Lobos	MON-1-67.9/ 72.4	medium	• Monterey pine forests • wooded and ocean views • creeks and rivers	• increased density of residences and businesses • signage
Landscape Unit 8.1	Carmel Highlands	MON-1-67.9/69.8	medium	• brief views of ocean and coastline • native Monterey pine forests	• increase density of residences and businesses • signage
View Location 8.1.VL1	Highlands View Pullout	MON-1-69.4	medium	• picturesque rock formation of Bird Rock • close up views of ocean	• trash • barbed wire
Intrinsic Scenic Feature 8.1.IF1	James House Masonry Wall	MON-1-69.4	medium	• unique masonry wall	• paved parking area
Intrinsic Scenic Feature 8.1.IF2	Carmel Highlands Station and Store	MON-1-69.6	medium	• Spanish-style general store • red telephone booths	• non-native plants • signage
Landscape Unit 8.2	Point Lobos State Reserve	MON-1-69.8/70.6	high	• native Monterey pine forests enclosing the highway • Point Lobos Reserve State Park	• some signage • power poles
Landscape Unit 8.3	Carmel River	MON-1-70.6/72.4	medium	• rolling hills • sea level • beautiful crescent-shaped beach • chaparral	• residences • signage
View Location 8.3.VL1	Monastery Beach	MON-1-71.2	medium	• beautiful crescent-shaped beach	• beach restroom facilities
Intrinsic Scenic Feature 8.3.IF1	Carmelite Monastery	MON-1-71.2	high	• classic California-style architecture • nice landscaping • natural setting	• no detractors
Intrinsic Scenic Feature 8.3.IF2	Rancho Odello East	MON-1-72.0	high	• agricultural out-buildings • hills • oaks • agricultural land	• power poles

IV. VIEWER RESPONSE QUESTIONNAIRE

To assist in the evaluation of scenic quality and validate the baseline scenic qualities inventoried in this report, a viewer response questionnaire was developed. The questionnaire provided a way to survey a broad cross-section of users of the Coast Highway about scenic elements of importance to them and to rate, in terms of scenic quality, specific examples along the highway. The survey took place over two weekends in May 2001. Questionnaires were distributed at various locations throughout the project corridor and 71 questionnaires were returned to Caltrans. Questionnaires were also distributed at a public meeting held on March 1, 2001 in Big Sur. A copy of the questionnaire along with tabulated results is contained in Appendix C.

The purpose of the questionnaire was to provide an opportunity for residents, workers and visitors to the Big Sur area to provide input regarding scenic qualities along the Coast Highway. Respondents were asked a wide range of questions including identifying:

- Scenic features, views and viewpoints of most importance along the Highway
- Features that detract from the scenic quality of the area
- Features that contribute to the scenic quality of the area

Respondents were also asked to evaluate several photographs taken along the Coast Highway in terms of overall visual quality and the elements within each photograph that contribute and/or detract from the overall visual quality.

IV.1 SUMMARY OF RESPONSES RECEIVED

Respondents to the questionnaire were from a wide variety of locations. While 26 of the respondents were from locations along the Big Sur coast, the remainder of the respondents came from locations all over California and other states (Florida – 1, New York – 1, Colorado – 1). Most respondents (64 of the 71) indicated that they travel the Coast Highway for general sightseeing and recreational driving. The high number of responses in this category supports the general assumption that the Coast Highway is traveled by a large number of people for its scenic qualities and features. The next most common purposes for traveling the Coast Highway were: to go shopping, during the course of business, and to commute to work. These responses confirm the strong dependence on the Coast Highway as the basic transportation route for area residents and businesses.

Almost all respondents indicated that the visual character of the Coast Highway is important to them. Respondents listed a wide range of views and viewpoints along the highway that they consider important. The views and/or viewpoints that respondents listed covered the entire corridor. The locations listed most were Point Sur/Point Sur lighthouse (18) and Bixby Bridge (15). Respondents were also asked to list scenic features or landmarks that can be seen from the highway that are important to them. Again, Point Sur /Point Sur lighthouse topped the list with cliffs/mountains and bridges close behind. These responses indicate that scenic views and features that include nature, the Coast Highway, and signs of historic human habitation are considered beneficial in some cases and a symbol of the Big Sur coast to many.

Respondents were also asked to rank features, on a scale of 1-5, in terms of how they either detract from or contribute to the visual quality of the areas along the Coast Highway. Respondents listed commercial development (3.8)[1], residential development (3.4) and power poles (3.3) as the elements that most detract from the visual quality. On the contributing side, respondents rated panoramic views (4.3), trees (4.2), forested areas (4.2), close-up ocean views (4.1), rock outcroppings (4.0), and native plants (4.0) as the features that most contribute to the visual quality of the areas along the Coast Highway.

IV.2 EVALUATION OF SAMPLE PHOTOGRAPHS

A series of eight photographs were included in the questionnaire. Respondents were asked to provide an overall scenic quality rating of high, medium or low for each photograph and then list elements within the photograph that either contribute or detract from the overall scenic quality. This was done in an attempt to provide some validation of the scenic quality ratings and contributing and detracting elements identified in this report. The ratings and factors in this report are based on field observation, which often covers a larger area than depicted in the photographs. This can lead to some variances in ratings and contributing/detracting elements identified. In general however, the ratings and contributing/detracting elements identified by respondents were consistent with the field observations and ratings provided in this report.

Photograph A is of the San Carpoforo Creek Landscape Unit (Landscape Unit 1.1). Most respondents (44 of 67[2]) gave an overall scenic quality rating of medium for this area. This is consistent with the overall scenic quality rating presented in this report. Respondents also listed similar contributing elements (diverse landscape, mountains, vegetation, trees, and old ranch) and detracting features (landslide repair, fences, modern bridge, and development) as indicated in this report.

Photograph B is of the Grimes Point Landscape Unit (Landscape Unit 4.3) Responses were split between an overall scenic quality rating of high (22 of 64) and medium (25 of 64). The remaining respondents either gave it a low rating or did not respond at all. This report gives this area an overall rating of high. Contributing elements listed were similar to those listed in this report (rocky cliffs, ruggedness). Detracting elements listed included tour buses, sparse vegetation and highway turnouts.

Photograph C is of the town of Gorda. (Intrinsic Feature 2.3IF1) Most respondents gave this photograph an overall scenic quality rating of low (32 of 56). In this report, this intrinsic feature is given an overall rating of medium. Contributing factors listed included the quaint village architecture and the hills and trees. Some of the detracting factors listed by respondents included signs, power poles, parking areas and fences.

Photograph D is of the Point Sur Approach Landscape Unit (Landscape Unit 6.1). Respondents (50 of 61) and this report both rated the overall scenic quality of this landscape unit as high. The mountains, ocean views and native plants were listed as the elements contributing most to the scenic quality, while guardrails and cuts in the hillsides for the highway were listed as the elements that most detract from the scenic quality.

[1] Number indicates average score based on number of responses received.
[2] Not all 71 questionnaires returned to Caltrans included responses to every question.

Photograph E is of the Bixby Landing Landscape Unit (Landscape Unit 7.1). Respondents (48 of 68) and this report rated the overall scenic quality of this landscape unit as high. Bixby Bridge, ocean views, and vegetation were identified as the elements that most contribute to the scenic quality. Road cuts in the hillside and power poles were identified as the elements most detracting from the overall scenic quality.

Photograph F is of the Yankee Point Landscape Unit (Landscape Unit 7.5). This area was rated medium most often by respondents (31 of 63), which is consistent with this report. The elements listed as most contributing to the scenic quality were the undeveloped open land and native vegetation. The lines of power poles shown in the photo were listed by respondents as the elements most detracting from the scenic quality.

Photograph G is of the Alder Creek Landscape Unit (Landscape Unit 2.2). Respondents were somewhat split between an overall scenic quality rating of high (31 of 61) and medium (24 of 61) for this area. This is similar to the ratings in this report, which vary from high for vividness to medium for intactness and unity. Respondents noted that proximity to the ocean and the rugged landscape contributed to this area's scenic quality, while trash, lack of vegetation and weeds detracted.

Photograph H is of the Kirk Creek Landscape Unit (Landscape Unit 3.5). Respondents were again somewhat spilt between high (35 of 56) and medium (21 of 56) ratings for overall scenic quality. This is similar to the ratings in this report, which vary from high for vividness and intactness to medium for unity. Respondents interestingly noted pampas grass (an invasive non-native species) as both contributing to and detracting from the overall scenic quality. Other contributing factors listed were open vistas, views of the ocean, trees and mountains. An additional detracting factor was the large graded shoulder/pull-out.

IV.3 VALIDATION OF INVENTORY RESULTS

The Viewer Response Questionnaire was not intended as a scientific tool to validate the inventory and ratings of scenic qualities along the Coast Highway. Rather, it provided a qualitative way to gain input from local residents and others about scenic features, views and resources of importance. Information about scenic features that either detract or contribute to the scenic quality of the Coast Highway was also collected as part of the questionnaire and incorporated into the inventory. The exercise of rating the scenic quality of a particular photograph was done to provide a qualitative check of the scenic quality ratings provided by project staff. This exercise confirmed that the scenic quality ratings provided by staff were generally consistent with those of the broader public.

While not a scientific survey, the viewer response questionnaire provides validation of the scenic quality ratings and identification of features that detract and contribute to scenic quality along the Coast Highway presented in this Inventory Report.

V. LIST OF PREPARERS

Caltrans District 5

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Scott Steinwert, Principal, Environmental and Planning Programs, with over 14 years of experience in the preparation of environmental documents and community planning. B.A. Biological Sciences, California State University; Graduate Studies, Ecology, University of Oregon. Has extensive experience in the area of visual and aesthetic analyses. Conducted field work and participated in preparation and review of Scenic Qualities Inventory Report.

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Appendix A Scenic Qualities Map Sheets

Appendix B Summary of Scenic Conservation Planning Workshop and Sample Photographs

Scenic Conservation Planning
Workshop
Big Sur Lodge
September 27-28, 2000

A 2-day workshop on Scenic Conservation Planning hosted by the National Scenic Byways Resource Center opened with introductions of staff and participants. As a matter of providing perspective to the challenges unique to this corridor, Ken Wright offered opening remarks (Attachment 1).

What people value most about Highway 1: Each participant prepared a brief statement on what they value most about the Big Sur Coast Highway. Values ranged from the practical (means to buy groceries, get to town from home) to the grand (a gateway to serenity and grandeur) (Attachment 2).

Building a base-map: Preparation by the participants for the workshop included taking photos representing both positive and negative elements within the corridor. Participants had an opportunity to illustrate a map of the corridor (topographic base map) with the photos. Those who took slides provided brief narration of the images. (Photos are in the process of being catalogued for future reference; see also Attachment 3 for some elaboration / comments.)

Conservation Planning Strategies: The hosts from the Scenic Byways Resource Center outlined nine basic strategies that can be used to conserve a scenic landscape along a byway.

- Performing a Visual Assessment of corridor
- Establishing Viewshed Protection and Land Conservation
- Developing Design Guidelines for Businesses & Historic Districts
- Promoting attractive on-premise signage
- Reducing billboards
- Protecting Trees
- Developing sensitivity for siting wireless communication towers
- Promote context-sensitive highway design
- Restoring natural landscapes

The group recognized that some of these strategies were functioning to some extent already and that some didn't apply to this corridor. However, the tools provide a basis for further discussion to focus and elaborate on those which could be utilized to a greater degree.

Evaluate the threats to the scenic qualities within the highway corridor: Threats to visual qualities were identified and grouped into several categories. Participants recommended a breakdown of the corridor into 12 sections considering features which form natural breaks in the landscape.

Threats to Scenic Qualities in the Highway 1 Corridor

Section**	ExV	HDES	STRM	SIGNS	UTIL	DEV HIST
Willow Creek	3.5	3.5	3.5	1	1	2	0
Pacific Valley	3.5	1	2	1	1	1-3	0
Limekiln	4+	3.5	4	2	1	1	0
Big Creek	3.5	3.5	4	2	1	0	0
Esalen	4+	3	1-3	1	2	2	0
Partington	4	3.5	3	2.5	1	2	0
Big Sur Valley	4	3.5	3	4	3	4	4
Pt. Sur	2.5	3	2	2	3	0 (4*)	0
Hurricane Pt	4	4+	4	2	1	4	1
Garrapata	4	3	2.5	4	4	4	2
Highlands	4	1	4	3	3.5	4	2
Monastery Beach	4	3	1	4	4	3	1

ExV Exotic Vegetation invasion
HDES Highway Design
STRM Storm Damage Repair
SIGNS Roadway and roadside signs
UTIL Overhead utilities and facilities
DEV Development (includes lighting)
HIST Historic & cultural values (values are threatened)

Ratings: On a scale of 1-4, where 4 represents a high degree of threat and 1 represents a low degree of threat. The ratings were assigned by group consensus.

***** Proposed redevelopment of the Pt. Sur Naval Facility

****Sections of corridor—**as recommended by John Smiley

0. **Ragged Point:** San Carpoforo Creek to County line[1]
1. **Willow Creek:** County line to Willow Creek
2. **Pacific Valley:** Willow Creek to Wild Cattle Creek
3. **Limekiln:** Wild Cattle Creek to Lucia
4. **Big Creek:** Lucia to Rat Creek (includes UC Big Creek Reserve)
5. **Esalen Coast:** Rat Creek to JP Burns State Park
6. **Partington:** JP Burns to Deetjen's Big Sur Inn

[1] This segment was inadvertently omitted from the exercise; although this 3-mile segment technically does not enjoy the All-American Road designation, it is within the geographic limits of the corridor management planning effort

7. **Big Sur Valley:** Big Sur Inn to Molera
8. **Pt. Sur (also Golden Steps):** Molera to Little Sur River
9. **Hurricane Pt:** Little Sur River to Rocky Creek
10. **Garrapata:** Rocky Creek to Malpaso Creek
11. **Highlands:** Malpaso Creek to Point Lobos
12. **Monastery Beach:** Point Lobos to Rio Road

Developing a Scenic Conservation Action Plan: Preliminary assignment of activities to pursue within the corridor were outlined. Storm Damage repair considerations will be handled by the Working Group formed to deal with those issues. Remaining issues will be taken to the Scenic and Habitat Conservation Working Group for problem solving and development of specific recommendations.

Exotic Species/Vegetation Management

Negative

- Dumped soils—aggravating spread of exotic plants
- Buckwheat: wrong varieties planted—incompatible with Smith's Blue Butterfly
- Non-native & plants / grasses
- Viewsheds blocked by trees
- Diseased trees (removal, replacement)
- Eucalyptus: replace w / natives
- Vegetation screening for future development result in "tunnels" (dense tree planting on both sides of road, loss of viewshed)
- Loss of trees to disease threaten change in landscape (e.g. Palo Colorado—losing pines to pitch canker

Who	What	How	Action
Jeff N. Weed Task Force	Non-native species / restoration	CHMP	Complete mapping Inventory current mgmt efforts
Weed Task Force	Funding Restoration & removal	Grant applications On site project mitigation	Incorporation into current efforts
Weed Task Force	Declaration of nuisance	Propose private property owner accountability	Recommendations to MON County

Consider the following strategies to reduce the threat of exotic species:

- Problem is finite (?)
- Promote physical plant removal during rainy season (?)
- Adapt / adopt template in place (MOU)

- Manage the incidence of spread along highway (CT Mntc)
- Develop interagency cooperation & private landowners
- Consistent follow-up
- Funding to develop comprehensive weed mgmt. plan
- Establish "overarching" oversight (for unity / compliance)
- Promote eradication of exotics & restoration of native habitats

Highway Design

Positive

- Turnouts with planted trees: frame view, offer sense of place
- Turnouts w / o trees could benefit w / trees (trailhead)
- Bridged canyons (rather than fill)
- Wild Cat Canyon: example of old rail, not a modern solid rail

Negative

- Walls of parked cars, Monastery Beach example
- Parking areas: size & scale, large turnouts do not necessarily attract larger vehicles
- Lack of facilities (restrooms, trash cans)
- Use of rock in shoulder (as rock-lining ditches) often incompatible type / color
- Embankments / culverts instead of bridges

Who	What	How	Action
CHMP	Context sensitive design Historic precedence for hwy. design Landscaping Terracing Turnouts Lane widths Guardrails	Policy and/or legislation	

Consider the following for integrating highway design into landscape:

- Historic qualities as precedents for highway design
- Siting and design of turnouts
- Flexible design standard for the corridor
- Promote landscaping
- Achieve alternatives to canyon fills
- Non-uniformity of route, maintain "wildness" of corridor (not a standard freeway design)
- Tailor design response to promote diversity of experiences along the route
- Consider / develop alternative guardrail / bridge rail design

Storm Damage (separate Working Group)

- Discourage massive earthmoving projects
- Engineering projects: less intrusive, shorter repairs
- Preventive Maintenance: planting trees for stability and visual enhancement
- Need for follow-up to mitigate visual impacts

Signs

Positive

- Consider value of signs (e.g. postmile paddles as locaters)
- Well-designed signs, compatibility with setting

Negative

- Placement of signs, sometimes incompatible or impede views
- Types and function of signs—too many, inconsistent themes, determine necessity and frequency of roadside signs (e.g. in pullouts, on bridges, "Adopt-A-Highway" (defunct), coastal access)

Who	What	How	Action
Public CT (Roadway)	Review inventory, purpose & type of signs Minimize number and type of signs	Educate/evaluate Recommend flexibility for specific result	Determine flexibility in placement Propose guidelines
Public (need lead)	Review type and placement of signs for USFS, DPR, DFG, CCC	Educate/evaluate	Determine flexibility in placement Propose guidelines
Privately Owned Mary Trotter	County ordinance	▪ Evaluate existing enforcement ▪ Educate ▪ Provide Incentives (awards)	Meet with Chamber of Commerce

Consider the following tools to achieve an integrated sign plan:

- New design guidelines
- Evaluate existing design criteria for size, color, material (LUP)
- Enforcement of existing ordinances
- Conduct a sign inventory
- Investigate sign options (discretion and placement) for public regulatory signs
- Foster cooperation among organizations who use signs

Utilities

Negative

- Lines of power poles along roadside

Positive

- Locating lines above / outside viewshed
- Locating utility boxes behind natural screening (trees / veg)

Who	What	How	Action
CCC-Lee Otter Congr Farr--Alec Arago	Telephone Power lines Utility boxes	Alternatives to placement Undergrounding	Evaluate alternatives
TAMC	Call boxes	Evaluate need, location and design of boxes	TAMC to work with community input

Consider the following tools to reduce clutter of utility lines and facilities:

- Ability to "camouflage" call boxes
- Consolidation of utility lines (co-location)
- Re-use of military buried cable
- Research funding sources and procedures for undergrounding utilities

Development & Lighting

Negative

- Threats of increasing development—homes increase in size and number over time & become more pretentious (including remodels / rebuilds as larger), "trophy home" development (predominantly on the North coast)

Positive

- Success stories—land acquisitions for preservation, Garrapata State Park, Soberanes Point (Doud Ranch)

Who	What	How	Action
Lee Otter	Land conservation	Land use plan	Identify at-risk parcels
Marianne Jardine	Mailboxes	Education voluntary (design)	Approach CPOA
Monterey Co	Appropriate development	Enforce regs Education Watchdog Design guidelines	
Lygia Chappelet	Pt. Sur Naval facility	Address redevelopment of property	Contact Lois Harter

Consider the following tools to reduce threat of development:

- Enforce existing regulations; propose revisions, if necessary
- Promote awareness and support for county's design guidelines
- Lighting—public & private sources: education and awareness
- Land conservation: take viewshed lots off the market
- Pt. Sur Naval base: Coordination w/DPR on development proposal
- Appropriate use of trees for screening of development
- Promote incentives for mail boxes (type, placement)

Cultural/Historic values

Positive

- Historic rock walls
- Farming landscapes
- Retrofitted (preserved) bridges
- Fencing (good examples)
- Human elements provide good character: unique fencing (planted landscapes)
- Pacific Valley: open landscape/style
- Way of life
- Agriculture, ranching
- Winding, narrow road

Negative

- Crowds, too many cars
- New rock walls ? (new retaining walls?)
- Threats from development (see below)

Who	What	How	Action
Howard Strohn	Benefits of historic preservation	Education	
Big Sur Historical Society	Raising awareness IQ	Recognition	
CHMP	Inventory method historic & cultural	Education	Big Sur Hist participate in Hist inventory

Consider the following tools for reducing threat to cultural qualities:

- Education: benefits of historic preservation
- Recognition: research benefits of recognition programs for historic/cultural landscapes
- Cultural/historic resource inventory aspect of CHMP

Attachment 2

WHAT DO YOU VALUE MOST ABOUT THE BIG SUR COAST HIGHWAY?

As written by the individual participants at the workshop…

- Protection of native habitat, i.e. the native plants and ecosystem. Requires reduction of invasive exotics which result in mono-culture.

- The Cal-Trans "can do" attitude about highway maintenance during periods of water washouts and slides.

- It provides access to opportunities:
  For inspiration
  For personal transformation
  For re-creation

- A getaway to serenity & grandeur: an unfolding of the diversity of beautiful inspiring landscapes.

- It makes it possible for me to get to Big Sur easily.

- The opportunity to drive along an incredible landscape and for the most part experience the sameness of the past 80 years.

- Its rural 2-land character & the scenic views it offers.

- Allows me to go grocery shopping & it's an incredibly beautiful drive!

- A means to reach town from my residence

- The unique visual qualities of land meeting sea…The rare opportunity for the visiting public to take home a memory of the beauty… The preservation of this place and the experience fit by the least amount of human accouterment & intervention

- The opportunity to travel on a road of unobstructed beauty. The majesty and grandeur of the cliffs and beaches. The wildlife and solitude to enjoy everyday to town for groceries and school.

- Existence value: that it's there. I may not live here but to know there a wild coastal place where nature rather than human activities continue to rule and that "someone's" taking care of it.

- Scenic value & recreation opp. Protecting the resources & private lands right adjacent to National Forest Land.

- The scenic beauty

- I value unencumbered views of natural, native landscapes and seascapes along a safe roadway, enabling me to get the grocery.

- The combination of dramatic vistas with rural components along roadside, & opportunity to develop conservation corridor planning.

- The great wild beauty: sea, sky, cliffs, pastures, fog moving inbetween the hills, the different light of the seasons and days, the dark dark nights, all visible and drinkable from the highway, so inspiring!

- Scenic vistas w/pull-offs

- The raw natural beauty!

- The spectacular, breathtaking views at every turn.

- Highway allows us to experience contrast—physical/natural landscape, social/lifestyle (busy vs. serene)—when coming from an outlying area.

- The rural, wild and undeveloped character of the highway provides a rare experience. Let's not turn it into an overused Disney experience.

Attachment 3

Discussion of sample slides:

- ❏ Gorda retaining wall, includes "trail" on top of wall, but below guardrail; original benefit during construction but appears to have functional use as access—safe viewing off of / below traveled way
- ❏ Alder Creek beach (South coast) rip-rap access road for CT, other uses for public access?
- ❏ Wild Cattle Creek – marine terrace (former FS plan to establish camping) native veg?
- ❏ Turnout signed as "No Parking"—is this a conflict?
- ❏ Pitkin's bench / memorial is it appropriate? Mixed reviews: negative—tree in viewshed, memorials placed by Construction workers? Positive—helps to improve the aesthetics of an a disturbed by construction
- ❏ Rigdon Drinking Fountain—example of historical element, deserving restoration
- ❏ Vegetation—Planted vs. Natural landscape: Monterey Pines, Cypress examples of trees that are part of the planted landscape—but they also offer value for sense of place, provide evidence of human habitation, homesteading, which is an important element of how people have lived / settled on the coast. Consider preservation of the planted landscape to have special values, as well as the natural landscapes.

Input from Scenic Conservation Planning Workshop - September 2000

Examples of Contributing Features

Whitewater ocean views

Cypress trees

Bixby bridge and other arched bridges

Historic rock guard rails

Point Sur/Point Sur Lighthouse

Rural agricultural character

Native/rare plants

Power poles

Modern mailboxes

Power pole in view

Roadside signage blocking view

Chain link fence and signage

Scared hillside

Non-native iceplant

Examples of Detracting Features

Appendix C Tabulated Results from Questionnaire

Big Sur Coast Highway Management Plan

Tabulation of Viewer Response Questionnaire

Users of the Coast Highway were surveyed over two weekends in May (May 5/6 and May 12/13). Completed questionnaires were collected and the results tabulated below.

1. Where do you live (nearest city, town or community)?

California: Big Sur-17, Monterey-4, Carmel-3, Salinas-2, Palo Alto-2, Los Altos-3, Santa Cruz-4, Los Gatos-1, Gilroy-1, Prunedale-1, Point Sur –1, Sausalito-1Fremont-1, Sacramento-1, San Francisco-3, Sunnyvale-1, San Joaquin Valley-1 Visalia-1, Grover Beach-1, Atascadero-1, Long Beach-1, Los Angeles-2, Venice-1, Corona-1, Spreckles-1, Piedras Blancas-1, Dana Pt.-1, Ragged Point-1, Berkeley-1, West Covina-1, Aptos-1
Florida: Gainesville-1
New York: New York City-1
Colorado:Denver-1

2. For what purpose do you use the highway? **(# indicates number of responses that checked the box)**
_20__To commute
__6_To go to school
_21_To go shopping
_21__ During the course of conducting work (e.g. deliveries)
_64__For general sightseeing/recreation/driving
__9_ Other

3. Is the visual character of the Coast Highway important to you? **(# indicates number of responses that checked the box)**
Yes__67_ No_1__

4. Which views or viewpoints along the highway do you consider most important and why? Please be as specific as possible (e.g. view of Notley's Landing from Rocky Point).

Point Sur/Lighthouse-18, Little Sur River/Beach-5, Bixby Bridge-15, Hurricane Point-6, View from Nepenthe-3, Torre Canyon-1, McWay Beach-1, Big Creek Bridge-1, Gamboa Point-1, Lopez point-1, Sand dollar-1, Salmon Creek falls-1, San Carpoforo-1, Garrapata-1, Andrew Molera to Big Sur Inn-1, Notley's Landing/Rocky Point-1, Julia Pfeiffer Burns-5, Lucia to Carmel-2, Upper Big Sur Valley-1, Carmel River-1, Pacific Valley-2, Lucia-1, Hill Ranch-1, Funt Rand-1, Ragged Point to Carmel-1, Willow Creek-2, Soda Springs-1, Pedwood Patch-1, Cape San Martin-1, All-15.

5. What scenic features or landmarks (natural and/or man-made) that you can see from the highway are important to you?

Cliffs/mountains-12, trees-5, coastline/beaches-5, bridges-11, off-shore rocks and islands-1, native habitat onshore-1, river mouths, redwoods, Point Sur/Lighthouse-16, Big Sur Village-1, grasslands-3, Lucia-1, Gorda-1, Pacific Valley-1, Lobos Rocks-1, Little Sur River-1, Bixby Ranch-4, El Sur Ranch-1, Nepenthe-4, Highlands Inn-2, Henry miller Library-1, Partington cove-1, Mt. Manuel-1, Esalen-1, Andrew Molera-2, Julia Pfeiffer Burns-1, Pfeiffer park-1, Jade Cove-1, Rocky Creek-1, Willow Creek-1, Alder Creek Beach-1, Soda Springs-1, Salmon Creek Falls-1, Arroyo de la Cruz-1, Cape San Martin-1, Ventana Sign-1, Garapata State Park-1, All-1..

6. Rank the following features in terms of how they **detract** from the visual quality of the areas along the highway. (use a scale of 1-5, with 5 indicating the worst level of detraction and 1 being the least) **(# indicates average score)**

__2.5__ Non-native plants (pampas grass, ice plant, cape ivy)
__2.7__ Roadside signage
__3.4__ Residential development
__3.8__ Commercial development
__2.0__ Landslides/Slope repair efforts
__2.2__ Lighting
__2.3__ Fences
__1.7__ Guard rails
__3.3__ Power poles
__1.8__ Road cuts
___.6_ Other

7. Rank the following features in terms of how they **contribute** to the visual quality of the areas along the highway. (use a scale of 1-5, with 5 indicating the highest quality of contribution and 1 being the lowest) **(# indicates average score)**

_2.7__Man-made historic structures
_1.6___Man-made contemporary structures
_2.6___Cultural landscapes
_4.2___Trees
_4.2__ Forested areas
_4.0___Rock outcroppings
_4.3___Panoramic views
_4.1___Close-up ocean views
_4.0___Native plants
_3.7__ Rural character

8. Looking at the following photographs, please fill out the information below.

Photo A

Overall visual quality
High: 16
Medium: 44
Low: 7

List features that contribute to the scenic quality:

Diverse landscape, no power poles or fences, mountains-5, meadow, vegetation-3, trees-3, open space, low impact bridge, well maintained and nicely painted buildings, river-2, restoration, old ranch, wildflowers.

List features that detract from the scenic quality:

Landslide repair-4, structures, roads-3, slide area-2, fences-2, modern bridge, path on hillside, homes-2, non-native vegetation, new guardrails, development.

Photo B

Overall visual quality

High: _22__
Medium: _25__
Low: __17___

List features that contribute to the scenic quality:

Hills, trees-2, rocky cliffs-3, rock guardrail-3, no visual intrusion, geology, native plants-2, ruggedness, pullout- safety, winding/nature of the road.

List features that detract from the scenic quality:

Road cuts-2, tour busses, guardrail, pavement, sparse vegetation, highway, turnout, antenna, the car.

Photo C

Overall visual quality
High: 6
Medium: 18
Low: 32

List features that contribute to the scenic quality:

Open landscape, hills-2, trees-5, quaint village, windmill-2, boat-2, opportunity to stop and meet the locals.

List features that detract from the scenic quality:

Signs-2, power poles-2, parking area, structures, fences-3, guardrails-2, windmill, vehicles, pampas grass-2, highway, human impact, Gorda, gas sign-2, poor off street parking.

Photo D

Overall visual quality:
High: __50__
Medium: _11___
Low: _0___

List features that contribute to the scenic quality:

Panoramic vistas, mountains-3, shoreline, ocean-7, cliffs-2, native plants-3, rugged uninhabited land, kelp, trees, lack of development, all.

List features that detract from the scenic quality:

Landslide repairs, guardrails-3, uneven pavement, erosion, ice plant, road cut scars-2, cut at hurricane-2, road bracing.

Photo E
Overall visual quality
High: __48__
Medium: __18__
Low: __2___

List features that contribute to the scenic quality:

Panoramic vistas, (rolling green) hills, vegetation-2, bridge-4, ocean-3, coastal bluff, natural shelf, rocky points, farm, openness and freedom to walk, .

List features that detract from the scenic quality:

Landslide repair, road cuts-2, brown field, grazed landscape, house, erosion control, electronic/phone poles-2.

Photo F

Overall visual quality
High: _19___
Medium: __31__
Low: ___13__

List features that contribute to the scenic quality:

Undeveloped landscape, mountains, trees, birds of prey sitting on power poles, open land-2, native vegetation-2, cypresses, small off street parking.

List features that detract from the scenic quality:

Power poles/lines-6, parking area, vehicles-2, highway, trash.

Photo G

Overall visual quality
High: _31___
Medium:__24___
Low: _6___

List features that contribute to the scenic quality:

Long views, open space, lack of development, proximity to ocean-2, rugged landscape-2, beach, dramatic mountain.

List features that detract from the scenic quality:

Lack of vegetation-2, trash-6, weeds-2, ugly pullout, pampas grass, slide damage.

Photo H

Overall visual quality
High: 35
Medium: 21
Low: 0

List features that contribute to the scenic quality:

Open vista-2, pampas grass-2, ocean-2, trees, mountains.

List features that detract from the scenic quality:

Pampas grass-2, super size turn out-2.